

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 12.

SATURDAY, MAY 20, 1871.

NO. 308.

CONTENTS.

THE CHRONICLE.

The Treasury and the Plethora of Bank Notes.....	613
Railroad Consolidation and Legislative Restrictions.....	614
Railroad Earnings for April, and from January 1 to May 1.....	615
Railroads of Pennsylvania.....	616

Changes in the Redeeming Agents of National Banks.....	616
Latest Monetary and Commercial English News.....	617
Commercial and Miscellaneous News.....	618

THE BANKERS' GAZETTE AND RAILWAY MONITOR.

Money Market, Railway Stocks, U. S. Securities, Gold Market, Foreign Exchange, New York City Banks, Philadelphia Banks, National Banks, etc.....	620
Quotations of Stocks and Bonds.....	621
Railway News.....	624-5
Railroad Stocks.....	626
City Bond List.....	627
Railroad, Canal and Miscellaneous Bond List.....	628-9

THE COMMERCIAL TIMES.

Commercial Epitome.....	630
Cotton.....	631
Breadstuffs.....	632
Groceries.....	634
Dry Goods.....	636
Prices Current.....	639

The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued every Saturday morning, with the latest news up to midnight of Friday.

TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE.

THE COMMERCIAL AND FINANCIAL CHRONICLE, delivered by carrier to city subscribers, and mailed to all others, (exclusive of postage.)
For One Year..... \$10 00
For Six Months..... 6 00
The CHRONICLE will be sent to subscribers until ordered discontinued by letter. Postage is 30 cents per year, and is paid by the subscriber at his own post-office.
WILLIAM B. DANA, { WILLIAM B. DANA & CO., Publishers,
JOHN G. FLOYD, JR. { 79 and 81 William Street, NEW YORK.
Post Office Box 4,592.

Mr. Alex. Holmes is our only travelling agent.

The Publishers cannot be responsible for Remittances unless made by Drafts or Post-Office Money Orders.

A neat file for holding current numbers of the CHRONICLE is sold at the office for 50 cents. Volumes bound for subscribers at \$1 25. The first and second volumes of the CHRONICLE are wanted by the publishers.

THE TREASURY AND THE PLETHORA OF BANK NOTES.

It is reported that Mr. Boutwell is about to take measures for reducing the accumulation of bank notes at this centre of the National Banking system. One of the least satisfactory aspects of the financial situation is the extreme ease of our money market, and the consequent stimulus of speculative excitement from the accumulation of idle capital and of bank notes. For several years we have had, at this season, anxious discussions among our city bank officers as to the policy of relieving the money market of part of its burden by sending the notes of country banks to the proper redeeming agents. No practical plan has ever been put in operation, and in the absence of appropriate legislation, there is some doubt whether much can be done towards applying a complete remedy. So long as the country banks are not compelled to redeem their notes in New York, they would be able to remit notes here as fast as any Clearing House machinery can be made to send them home for redemption. Our city banks thus assume a heavy burden; and such of them as allow interest on deposits are compelled to pay a heavy tribute to the banks of the interior. The mischievous results which follow this needless swelling of bank deposits in New York could, however, be partly neutralized if Mr. Boutwell would give instructions at the Treasury that all

bank notes which are received there shall be sorted out and sent to the redeeming agencies for payment. This would be a very effective means of checking the unhealthy plethora of the money market, and it might be continued so long as the undue accumulation of bank notes continues at this centre. Mr. Boutwell has full power to do this without any additional legislation, and there is an obvious propriety in the adoption of this policy, for by holding national bank notes the Treasury virtually lends money to the issuing banks without interest, and the notes being payable on demand, no bank can object to its notes being sorted and sent home in accordance with the law.

Another method for accomplishing the same object is the formation of an assorting machinery here in connection with the Clearing House. This plan has however been tried, and the banks found that without compulsory legislation it could not be made to work satisfactorily. Such legislation the country banks have contrived successfully to resist. If the Treasury will adopt the plan suggested above as a temporary palliation of the evil there is little doubt that the proper enactment can be passed through Congress at an early day. We are therefore gratified to learn that Mr. Boutwell has this method of redemption under consideration, and the promptitude with which he has taken action in regard to the double eagles shows that now as heretofore he is ready to apply a remedy whenever he is convinced that the needful power is in his hands. The subsidizing of the excitement in the gold market as soon as it was announced that a supply of double-eagles was available at New Orleans, and that meanwhile the mint was engaged in coining large pieces only, adds another illustration to the long list of similar facts showing the vast power exercised over every department of financial affairs by the policy of the Treasury. The inference is irresistible that the Secretary of the Treasury will be regarded as responsible for the judicious use of those vast powers over the monetary machinery with which our defective, anomalous financial system invests him to a greater extent than is enjoyed by the financial minister of any other great commercial nation.

There is this further advantage in the plan here suggested for the relief of the plethora of bank notes. These notes will lie in the vaults of the banks to which they belong until the moment arrives when there is a legitimate demand for an increased volume of currency. When this need comes the notes will flow out of their hiding place, and entering into the general current of the circulation, they will be as salutary as they are now mischievous. We lay no stress on the fact that the Treasury will escape the making of forced loans to these banks to the extent of the notes held. However important, this is but a subordinate matter.

The chief danger to be met, the greatest mischief to be remedied, is in the money market, where the plethora of bank notes is producing its usual effects in stimulating speculation.

Although the present monetary aspect is tranquil and rates of interest rule low, the present crisis is by no means one in which we can safely neglect due precautions against possible trouble. Our foreign exchanges are not in a satisfactory state, and any trouble in the European money markets would be likely to affect us adversely. The vast amount of English capital lending here on call is not very likely to be suddenly drawn upon; but our merchants and foreign bankers are by no means reassured, nor is the general condition of financial confidence improved by the fact that the Bank of England has this week lost 3 millions of its gold reserves, while the existing pressure on the British money market is increased by the announcement of a Turkish loan for 30 million dollars, and also of a loan for Spain besides the French Indemnity loan and that of our own new Five per cents which have too many competitors to rise suddenly into very extraordinary favor in London.

RAILROAD CONSOLIDATION AND LEGISLATIVE RESTRICTIONS.

Wall street has been considerably agitated for some days past by the presence in this city of several railroad magnates, prominent among whom are Messrs. J. Edgar Thompson, J. N. McCullough, and Thomas A. Scott, of the Pennsylvania Central Railroad; with the Treasurer, Secretary, General Superintendent and several Directors of the Great Western Railroad of Canada. Rumor is busy as to the precise object of this gathering, and by many speculators the sudden recent advance in Erie shares is supposed to be in some degree due to the doings of these gentlemen, who are supposed to be in communication with Commodore Vanderbilt and with the Erie Board of Directors. Others have declared that these parties, instead of being agreed, are animated by hostility; and that their negotiations contemplate several alternatives, each of which is urged by the road whose interests would be most promoted. Probably the most absurd conjecture of all is that this secret conclave is constructing a great railroad monopoly which shall control the whole traffic to the Pacific slope, and intend with British capital to complete a new through line across this continent for that purpose. This scheme was announced on Thursday in a telegram purporting to have been sent from San Francisco; and some persons, more credulous than discerning, are urging that Congress should interfere by specific legislation to check the dangerous growing power of our capitalists and corporations. The despatch which has helped to provoke this outburst is as follows, and refers to an absurd project of building a railroad on a route long ago surveyed and rejected:

SAN FRANCISCO, May 16.—Papers have been drawn up here to-day securing the most extensive and powerful railroad combination ever attempted in the world. It includes the Pennsylvania Central and connections from the seaboard to the Union Pacific terminus at Ogden, Utah, and on this side the California Pacific (not the Central Pacific, but the Vallego opposition line), which will be extended north to Goose Lake, Oregon, and connecting with the Oregon Railroad to Portland, possibly also to Puget Sound; thence to Christmas Lakes; thence eastward along the south side of Snake River, in Southern Idaho, to a point in easy connection with the Union Pacific, eastward of Ogden.

This route will avoid the heavy grades across the Sierra Nevada, and complete a continuous line from the Atlantic to the Pacific. It will be constructed immediately, all the capital having been secured in Europe for the entire work. No subsidies will be asked.

We are assured that there is no truth whatever in this story, which is supposed to have been published for interested purposes. At the first cursory view most of its statements are not very credible. English capitalists just now are too busy with the preliminary arrangements for their

own transcontinental system of Canadian railroads from Halifax to Puget Sound, and are too anxious to construct that new road to the Orient through British territory, to be willing to invest 100 millions of dollars in constructing a link in a new rival foreign line, which would scarcely be able to command a dollar of capital in this city. Moreover every one who has had much to do with the initiation of large engineering schemes well knows that the needful negotiations for 1,300 miles of railroad could not possibly be matured and the capital raised in secrecy. Still, when this scheme was announced on Thursday, it took every one by surprise, and in the best informed circles nobody seemed to have ever heard of it or to have much inclination to believe in its truth. But among the general public there has been, as we have said, a multitude of inquiries and discussions as to this new enterprise. In part this is due to the adroit mention of the Pennsylvania Central Railroad, whose credit it was perhaps designed to injure, and whose reputation for wealth and power, sagacity and success, resembles very closely that enjoyed some years ago under the great railroad engineer, Mr. Brunel, by the Great Western Company of England before its vast resources were squandered and its prosperity destroyed by a magnificent but too prodigal policy of extension. The railroad annals of England show that consolidation may be an evil, and that the union of different lines under one management, however beneficial within certain limits, becomes, when it is pushed too far or too much legislated about, equally mischievous to the public interest and to the stockholders of the roads themselves. Mr. Brunel's road and many others in England, formerly very profitable, were for a long term of subsequent years unable to pay dividends, and have often required the most skilful management to keep them out of hopeless bankruptcy. It is the more important to keep in mind these facts, for there is some foundation for the prevailing fear that the same rage for consolidating vast lines of railroad, which has nearly spent its force in England after causing severe losses to multitudes of investors, is now likely to gather strength and to extend among ourselves. But for this, such rumors about the Pennsylvania Railroad and Commodore Vanderbilt would not rise up day after day in Wall street. The vast power wielded by capital accumulated in few hands gives to the most difficult projects possibility, and of course the tendency to over-expanded consolidation among the railroads, even where it works at last the most cruel injuries to the stockholders, produces for a time magnificent profits. Moreover, such schemes seldom fail to terminate eventually in promoting the growth of national wealth and productive power. Even Mr. Brunel's Great Western road, which has erected, as it were, a great monument of warning to rich corporations how they risk bankruptcy by over-expansion, has exerted an amazing influence in enriching and developing certain districts of England which it traverses. No doubt the same advantages might have been won without inflicting loss and ruin and want upon widows and orphans and frugal mechanics whose invested money was wasted, sunk and thrown away. There is a method of railroad extension which, without these risks of individual suffering and loss to investors will promote production, stimulate national growth, and augment the public wealth.

Hereafter we may endeavor to point out in detail some of these fundamental conditions of railroad extension. For the present purpose, however, one or two general remarks must suffice. And in the first place we must expect a very rapid future enlargement of our network of railroads. We have now in the United States 55 thousand miles of road in operation, or twice as much as we had twelve years ago. At the present rate of growth it will not require a decade to in

crease our network to 100 thousand miles, and even then we shall be less thoroughly supplied with railroads than are France or Germany. And we shall have almost four times as many square miles of territory to each mile of road as England has now. In extending these roads amalgamation is inevitable between existing roads and new roads. Being necessary, such consolidation must be left free, and cannot without danger be interfered with by legislation as has been rashly advised in some quarters.

Secondly, every well-placed line, if economically administered and well-built, adds ten-fold its cost in a few years to the available capital of the nation. It does this by giving new values to the real-estate through which it passes, by creating new markets and extending the old markets, by densifying population and thus calling into existence manufacturing industry, by enlarging the area and swelling the volume of our internal and external commerce. In these and other methods railroad extension increases the wealth of the masses of our people, multiplies their means of earning livelihood, and by enriching all orders of the community, raises the standard of comfort among them all. By the same process the pressure of taxation is lessened, for as each man's ability to bear the burden grows, the population increases, and there are more individual citizens to contribute to the aggregate revenue of the government. On this principle it is that we have always advocated as a productive investment of national property, the liberal grants of public land, to such important pioneer railroads as the Illinois Central was 10 years ago in the Mississippi valley, and as more recently have been the Pacific roads in the region of the Sierras and the Rocky Mountains.

In short, the great principles regulating governmental interference forbid whatever hinders the healthy growth of railroads and justify such legislative acts only as foster such growth. The minor evils of consolidation and amalgamation can safely be left to work their own cure, and any legislative manipulations which may be contrived to check them, will probably like the meddling remedies of an unskilled physician aggravate rather than relieve the malady.

Private investments in costly works, which, like railroads, are absolutely needful to enable this country to pay its national debt and bear the burden of taxation, should not be cramped or fettered with a single impediment, restriction or disability that can be dispensed with. Our young system of railroads, like all rapidly developing organizations, must be free if it is to grow so swiftly and so harmoniously as to keep pace with the material exigencies of the national life.

RAILROAD EARNINGS FOR APRIL AND FROM JANUARY 1 TO MAY 1.

Nearly all of the roads included in the list below show an increase in their earnings for April, 1871, compared with the same month of 1870, and the decrease of \$27,283 on the Ohio and Mississippi and \$96,430 on the Union Pacific have no particular significance, as the former road has already earned \$93,765 more, in the past four months of this year than in the same period of 1870, and the Union Pacific, while showing a decrease in gross traffic, is also making such an important saving in expenses as to make the net earnings larger than last year. The Central Pacific shows an increase of \$122,492; Chicago and Alton \$45,615; Illinois Central, 33,574; Milwaukee and St. Paul \$40,751, and Toledo, Wabash and Western, the largest increase of any road—\$125,511.

The month of April was rather favorable for the railroads than otherwise, and the weather generally such as to favor both the passenger and freight business, while the movement of some kinds of cereals on the Western roads was considerably larger than in the same month of 1870. In

January the net increase on 14 roads was \$410,836; in February the net decrease on 12 roads was \$1,304; in March the net increase on 12 roads was \$514,500; and in April the net increase on 12 roads is \$509,194.

RAILROAD EARNINGS IN APRIL.

	1871.	1870.	Increase.	Decrease.
Central Pacific.....	\$756,350	\$633,758	\$122,492	
Chicago & Alton.....	393,654	348,039	45,615	
Cleveland, Col., Cin. & Indianapolis.	283,399	246,046	37,353	
Illinois Central.....	588,661	555,087	33,574	
Marquette & Cincinnati.....	118,173	106,246	11,927	
Michigan Central.....	470,703	413,930	57,773	
Milwaukee & St. Paul.....	483,984	443,133	40,751	
Ohio & Mississippi.....	343,650	270,933		93,753
Pacific of Missouri.....	285,416	279,543	5,873	
St. Louis & Iron Mountain.....	139,590	101,365	38,225	
Toledo, Wabash & Western.....	444,210	318,699	125,511	
Union Pacific.....	584,540	680,970		96,430
Total.....	\$4,782,130	\$4,396,649	\$509,194	\$123,713

The prospect of large earnings in the current month seems to be very good—the freight movements of the Interior will probably exceed those of May, 1870, and the passenger traffic should also be increased, particularly on those roads leading to the Pacific coast, as the disturbances in Europe will have an important influence in turning the tide of pleasure travel towards California during the rest of the season.

The statement of earnings for the past four months of the year is quite satisfactory. It seems evident that the tendency of railroad business is towards an increase, as shown by the returns given below; and the large earnings which have been made in several years since the war, are apparently not exceptional, but will be continued and increased with the growth of the country. The latest reported earnings of Rock Island and Chicago and Northwestern (these roads having an arrangement for sharing certain specified expenses and profits) have been as follows: The Northwestern Road reports for the ten months, ending March 31:

RECEIPTS.

	1869-70.	1870-71.
Gross earnings.....	\$10,438,453	\$9,811,171
Decrease in 1870-71.....	\$212,281	82, equal to 5 92-100 per cent.
TOTAL CURRENT CHARGES.		
Operating expenses, taxes, interest, &c.....	\$8,850,225	\$7,387,331
Saving in the above items in ten months, in 1870-71, \$1,562,894, equal to \$17 65-100 per cent.		

Rock Island as follows:

	December.	January.	February.
	1870.	1869.	1871.
Gross earnings..	\$393,468	\$465,032	\$387,172
			1870.
			\$361,871
			\$449,654

A similar conspicuous improvement in net profits (against a decrease in gross earnings) to that shown by the Chicago and Northwestern road, is seen on the Union Pacific, the latter reporting an increase of \$358,166 in net earnings for three months from January 1, while the gross receipts were \$214,511 less than last year.

EARNINGS FROM JANUARY 1 TO MAY 1.

	1871.	1870.	Increase.	Decrease.
Central Pacific.....	\$2,392,685	\$1,929,370	\$463,315	
Chicago & Alton.....	1,450,128	1,288,079	162,049	
Cleve., Col., Cin. & Ind.....	1,133,534	918,804	214,930	
Illinois Central.....	2,400,461	2,446,584		46,123
Marquette & Cincinnati.....	516,080	396,077	119,943	
Michigan Central.....	1,773,808	1,459,579	314,229	
Milwaukee & St. Paul.....	1,585,586	1,599,127		13,541
Ohio & Mississippi.....	1,032,786	969,021	93,765	
Pacific of Missouri.....	1,060,456	1,045,423	15,033	
St. Louis & Iron Mountain.....	518,440	391,636	126,744	
Toledo, Wabash & Western.....	1,331,630	1,165,805	366,325	
Union Pacific.....	1,937,997	2,348,876		310,339
Total.....	\$17,333,471	\$15,827,741	\$1,505,730	\$370,603

Pennsylvania Railroad.—The company gives notice to shareholders that they have the privilege of subscribing for new stock at par, one share for every six as registered, April 30, 1871. Holders of less than six shares will be entitled to subscribe for a full share, and those holding more than a multiple of six shares will be entitled to an additional share. Subscription will be received and the first instalment of 50 per cent will be payable between the 22d of May and 22d of June, 1871. Second instalment of 50 per cent between the 22d November and the 22d December, 1871. If stockholders prefer, the whole can be paid at the time of subscription, but no subscription will be received after June 22. The semi annual dividend of the company will be paid on the 30th inst., and will probably be 5 per cent or \$2 50 per share. Those who wish to offset dividend to the first instalment on subscription will do so at the rate of \$15 to \$25. That is, the company will pay \$15 on six shares of stock, and the subscriber will pay the company \$25 as 50 per cent on the first instalment of his share of new stock. The company, it will be seen, gets 40 per cent more in cash than it pays out, while the shareholder gets a share of stock for \$50 that is now selling at \$65, for every six shares that he owns.

RAILROADS OF PENNSYLVANIA.

The annual railroad report of the Auditor General of the State of Pennsylvania, J. F. Hartranft, Esq., has just been published, and we present below an abstract of all the most important points of information in regard to each road. This State report is one of the most valuable issued, and gives much important information. As the custom of managing railroad corporations with entire secrecy, so far as their financial affairs are concerned, is unfortunately becoming more and more prevalent, the public is obliged to rely upon the returns, made once a year to the State authorities, for all the information that is to be obtained about many of these companies, and unless we have laws passed to compel public reports to be made more frequently, there is little prospect of any greater protection to stockholders than they now have. The report for the previous year was published in the CHRONICLE of May 14, 1870.

Name of Company.	Total am't now paid in of capital stock.	Total am't now of funded debt.	The am't now of floating debt.	Cost of road and equip- ment.	Length of main line of road laid.	Passen- ger receipts.	Freight receipts.	Total receipts from all sources.	Total* operating ex- penses.	Rate per cent per annum of dividend.
Allegheny Valley.....	2,256,300	3,963,000	298,819	8,316,616	182	385,153	1,244,951	1,629,682	778,309	.....
Atlantic & Great Western.....	29,598,635	29,949,900	(2)	.....	387 50	768,698	2,530,767	3,459,288	2,720,153	.....
Bald Eagle Valley.....	530,000	471,200	.....	1,050,000	5 19	.....	.....	.....	.....	.....
Barclay Coal Company.....	1,000,000	107,000	.....	.....	.....	.....	.....	.....	.....	(6) \$2 12
Bedford & Bridgeport.....	75,455	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bellefonte and Snow Shoe.....	600,000	99,000	.....	442,058	21 20	7,901	54,637	103,882	62,546	(6) 75 cts.
Buffalo, Bradford & Pittsburg.....	2,286,000	583,500	.....	2,869,500	26	.....	.....	.....	.....	.....
Buffalo, Corry & Pittsburg.....	428,717	700,000	443,663	1,493,649	43 20	89,416	167,445	264,810	186,802	.....
Catsaquas & Fogelsville.....	426,900	.....	.....	742,156	20	5,983	135,436	158,742	75,141	.....
Catawissa.....	3,329,500	441,850	.....	3,826,500	6	72,505	377,616	655,812	415,041	(7) 1
Chartiers.....	524,270	.....	266,649	790,919	14	.....	.....	.....	.....	.....
Chester Creek.....	167,200	185,000	.....	351,200	7 25	.....	.....	.....	.....	.....
Chester Valley.....	871,900	955,000	500,000	1,371,900	21 50	.....	.....	.....	.....	.....
Chestnut Hill.....	120,650	.....	.....	120,650	4 12	17,015	4,166	21,597	9,471	12
Cleveland & Pittsburg.....	7,482,225	3,772,500	.....	11,137,107	167	622,693	1,949,020	2,673,741	1,448,396	10
Colebrookdale.....	46,900	584,700	19,661	661,002	12 80	.....	.....	.....	.....	.....
Columbia & Port Deposit.....	203,172	130,800	55,697	389,763	5 82	.....	.....	.....	.....	.....
Connecting.....	1,278,800	1,000,000	.....	2,278,800	6 78	.....	.....	.....	.....	.....
Cornwall (formerly North Lebanon).....	300,000	.....	.....	384,228	7 47	.....	91,983	91,983	36,785	16
Cumberland Valley.....	1,325,625	352,300	.....	1,459,229	74	186,738	5,362,856	555,895	227,626	.....
Delaware, Lackawanna & Western.....	18,808,850	3,308,000	2,650,000	18,825,060	115	263,862 (5)	3,226,001	4,106,221	2,565,519	(8) 6, 10
East Brandywine & Waynesburg.....	89,800	175,000	2,000	264,800	17 50	.....	.....	.....	.....	.....
East Mahanoy.....	392,550	.....	.....	391,603	7 50	.....	.....	.....	.....	.....
East Pennsylvania.....	1,809,300	495,900	.....	1,484,200	26	.....	.....	.....	.....	.....
Elmira & Williamsport.....	1,000,000	1,621,000	.....	2,620,200	75	131,640	344,100	500,095	409,816	(7) 7, (9) 5
Erie.....	83,536,910	23,398,300	.....	73,945,587	459	3,166,877	11,815,389	16,179,361	12,419,062	.....
Erie & Pittsburg.....	1,099,250	2,577,000	.....	4,518,973	83 69	38,950	210,824	254,609	149,193	11
Fayette County.....	126,000	.....	.....	130,000	12 66	.....	.....	.....	.....	(6) \$3 80
Frankford & Holmesburg.....	80,000	14,000	65,632	159,427	4 15	.....	.....	.....	2,147	.....
Hanover Branch.....	116,850	.....	.....	257,890	12 20	19,527	43,349	81,747	48,402	10
Harrisburg, Portsmouth, Mt. Joy & Lancaster.....	1,182,550	700,000	.....	1,882,550	.....	.....	.....	.....	.....	.....
Hempfield.....	1,809,365	500,000	100,000	1,857,768	.....	19,888	26,521	50,851	49,116	.....
Huntingdon & Broad Top Mountain.....	894,350	2,008,095	.....	2,738,511	44	19,157	248,766	287,575	167,022	.....
Ironton.....	400,000	130,000	.....	268,000	11	.....	35,317	35,317	21,195	.....
Jamestown and Franklin.....	604,777	566,000	852,621	2,414,316	51	.....	.....	.....	.....	.....
Junction.....	180,250	800,000	.....	898,294	4 62	17,333	112,851	134,035	65,363	.....
Lackawanna & Bloomsburg.....	1,335,000	2,279,335	187,000	3,950,000	80	199,017	1,013,729	1,219,815	801,302	.....
Lake Shore & Michigan Southern.....	34,938,000	22,383,000	3,438,523	64,134,089	541 07	4,161,204	8,685,720	13,484,926	8,639,407	(9) 8, (7) 10
Lehigh & Lackawanna.....	375,100	300,000	40,000	.....	.....	.....	.....	.....	.....	.....
Lehigh Valley.....	18,159,400	5,588,000	414,417	18,328,237	101	428,396	5,444,414	6,207,274	3,617,407	10
Little Saw Mill Run.....	100,000	26,166	5,010	100,637	3	.....	64,917	96,089	52,248	10
Littletown.....	46,225	46,150	.....	86,240	7 25	1,594	5,733	7,746	9,270	.....
Little Schuylkill navigation and.....	2,646,100	783,500	.....	1,466,283	28 25	.....	.....	.....	.....	6 1/2
Lorberry Creek.....	52,050	.....	.....	253,454	13	.....	.....	.....	.....	.....
Lykens Valley.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....	10
Mahanoy & Shamokin.....	3,483,500	.....	12,357	3,480,405	44 82	.....	.....	.....	.....	.....
Mifflin & Centre County.....	65,426	188,500	.....	254,115	12 50	.....	.....	.....	.....	.....
Mill & Mine Hill Navigation and.....	323,375	.....	.....	323,375	3 78	.....	.....	.....	.....	10
Mine Hill & Schuylkill Haven.....	3,856,450	.....	.....	3,811,957	37 47	.....	.....	.....	.....	7 1/2
Mount Carbon.....	200,000	.....	.....	203,259	7	.....	.....	.....	.....	6 1/2
Mount Carbon & Port Carbon.....	282,350	.....	.....	282,315	2 50	.....	.....	.....	.....	12
Nesquehoning Valley.....	1,000,000	.....	.....	1,004,624	16 50	.....	.....	.....	.....	10
New Castle & Beaver Valley.....	605,000	93,300	2,000	730,349	14 92	.....	.....	.....	.....	10
Newry Branch.....	(1) 11 025	.....	.....	(1) 12 368	1	.....	.....	.....	.....	.....
Northern Central.....	3,150,000	7,405,000	606,084	14,097,097	138	612,816	2,007,575	2,898,693	1,855,910	6
North Pennsylvania.....	3,150,000	3,862,837	90,000	7,258,861	55 60	405,262	876,171	1,355,508	729,975	(10) 5
Oil Creek & Allegheny River.....	4,259,450	3,170,000	.....	8,126,996	95	384,525	2,290,919	2,718,702	1,308,253	12 1/2
Oil City & Pitt-Hole Branch.....	485,000	.....	197,000	7	2 625	.....	48,074	50,700	39,220	.....
Pennsylvania.....	33,850,000	26,732,554	94,825	33,806,907	354 90	3,758,043	12,793,160	17,531,706	11,260,085	10
Pennsylvania Coal.....	4,000,000	556,000	175,000	2,000,000	47	.....	.....	.....	.....	20
Pennsylvania & Delaware.....	101,939	.....	.....	100,625	.....	.....	.....	.....	.....	.....
Pennsylvania & New York Canal and.....	2,511,700	3,000,000	.....	.....	105	(4) 135,429	814,218	919,685	637,771	.....
Perkiomen.....	37,840	610,200	247,215	876,579	11	.....	.....	.....	.....	.....
Philadelphia & Baltimore Central.....	220,606	1,100,000	326,690	1,777,649	46	121,933	123,603	251,579	245,575	.....
Philadelphia & Erie.....	8,404,300	12,598,000	609,564	20,368,736	287 60	606,433	2,459,154	3,144,044	3,144,044	.....
Philadelphia & Reading.....	30,401,600	10,154,970	.....	31,776,473	152 40	1,203,539	8,189,313	9,571,367	4,769,174	10
Philadelphia, Germantown & Norristown.....	1,626,250	25,400	.....	1,502,042	17	4,042,262	249,308	700,465	342,968	10
Philadelphia & Trenton.....	1,259,100	.....	.....	1,497,004	26 60	1,168,761	165,416	1,389,328	1,307,155	10
Philadelphia, Wilmington & Baltimore.....	9,562,650	2,349,500	263,730	10,374,468	95 31	1,630,240	789,514	2,577,146	1,647,558	8
Pinegrove & Lebanon.....	190,000	.....	50,300	159,307	5 75	.....	.....	.....	.....	.....
Pittsburg, Cincinnati & St. Louis.....	5,424,350	10,027,990	99,030	16,154,804	193	734,277	1,880,024	2,821,224	2,095,009	.....
Plymouth.....	12,050	100,000	167,271	267,271	9 25	.....	.....	.....	.....	.....
Port Kennedy.....	10,550	.....	.....	27,802	1 20	.....	.....	.....	.....	.....
Reading & Columbia.....	507,268	1,000,000	1,056,404	2,243,24	40	62,130	136,473	201,689	140,321	.....
Schuylkill & Susquehanna.....	1,269,150	97,000	118,987	1,288,538	54	39,248	164,331	207,263	120,095	.....
Schuylkill Valley Navigation and.....	576,050	.....	.....	576,840	11	.....	.....	.....	.....	.....
Shamokin Valley & Pottsville.....	869,450	700,000	.....	1,319,450	28	21,061	245,301	273,564	171,893	6
Shenango & Allegheny.....	577,408	530,000	35,000	702,405	21	7,797	26,384	37,096	26,613	.....
Southern Pennsylvania Iron and.....	58,468	651,500	95,000	810,000	2 50	.....	.....	.....	.....	.....
Southwark.....	2,502,250	201,000	.....	9-8,902	20	5 943	106,651	138,167	120,560	6
Summit Branch.....	500,000	500,000	.....	(3) 750,000	20	.....	.....	.....	.....	.....
Union & Titusville.....	590,900	243,000	.....	1,230,712	30 60	24,637	300,444	420,622	191,166	.....
Tioga.....	65,000	.....	.....	167,780	6	.....	.....	.....	.....	.....
Traskow.....	510,000	.....	479,330	989,530	37 50	.....	.....	.....	.....	.....
Tyone & Clearfield.....	248,980	.....	.....	154,000	.....	.....	.....	.....	.....	.....
Wellshoro' & Lawrenceville.....	165,000	.....	.....	202,886	9	.....	.....	.....	.....	.....
West Chester.....	684,045	957,500	107,000	1,498,807	26 30	193,183	85,440	288,566	171,389	.....
West Chester & Philadelphia.....	1,022,450	1,800,000	848,734	3,671,184	57	.....	.....	.....	.....	.....
Western Pennsylvania.....	754,717	1,512,300	263,521	2,312,374	63 60	35,070	52,516	87,739	88,547	.....
Wilmington & Reading.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	\$364,318,423	202,001,810	16,149,080	411,487,104	5,102 40	22,193,628	72,695,404	100,051,765	65,913,570	.....

* Includes cost of maintaining real estate, repairs of machinery, and expense of operating.
 (1) Estimated. (2) Floating debt unascertained. (3) Includes branches and laterals. (4) Includes mail and express receipts. (5) Includes express receipts.
 (6) Per share. (7) On preferred stock. (8) Stock. (9) On common stock. (10) Scrip.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS

New National Banks.

The following national banks have been organized since the 11th of May 1871:

Official No.

1,817—The National Commercial Bank of Mobile, Ala. Authorized capital, \$208,000; paid in capital, \$104,000. Charles Hopkins, President;

Dudley Hubbard, Cashier. Authorized to commence business May 13, 1871.

1,819—The National Bank of Commerce of Green Bay, Wis. Authorized capital, \$100,000; paid in capital, \$100,000. George Lammer, President; G. A. Lawton, Cashier. Authorized to commence business May 15, 1871.

1,820—The Manufacturers' National Bank of Appleton, Wis. Authorized capital, \$50,000; paid in capital, \$37,500. C. G. Adkins, President; A. Galpin, Jr., Cashier. Authorized to commence business May 17, 1871.

The following are the changes in the Redeeming Agents of National Banks since the 11th of May, 1871. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Minneapolis— Lake	The Union Stock Yard Nat'l Bank of Chicago.	The First National Bank of Chicago, approved.
Iowa— Sioux City	The First National Bank.	The Second National Bank of Chicago and the Ninth National Bank of New York, approved.
Iowa— Sigourney	The First National Bank.	The Union National Bank of Chicago, approved.
Ohio— Tiffin	The Nat'l Exchange Bank.	The Third National Bank of Cincinnati, approved in addition to the American Exchange National Bank of New York.
Missouri— Paris	The First National Bank.	The National Park Bank of New York, approved.
Illinois— Salem	The Salem National Bank.	The Ninth National Bank of New York, approved in place of the National Park Bank of New York.
Michigan— Constantine	The First National Bank.	The Merchants' National Bank of Chicago, Ill., approved.
Michigan— Lapeer	The First National Bank.	The National Park Bank of New York, approved.
Illinois— Shawneetown	The Gallatin Nat'l Bank.	The Fourth National Bank of New York, approved.
Wisconsin— Racine	The Manufacturers' National Bank.	The National Park Bank of New York, the Union National Bank of Chicago, and the First National Bank of Milwaukee, approved.
Wyoming Ter— Cheyenne	The First National Bank.	The Fourth National Bank of New York, approved.
Pennsylvania— Williamsport	The First National Bank.	The National Park Bank of New York, approved in place of the First National Bank of New York.
Louisiana— New Orleans	The New Orleans National Bank.	The Ninth National Bank of New York, approved.
North Carolina— Raleigh	The Raleigh Nat'l Bank.	The First National Bank of Washington, approved in place of the National Bank of the Republic, New York.

Latest Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON— MAY 5.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam	short.	11.19 @ 11.19½	May 5.	short.	25.35¼ @ 25.37¼
Antwerp	3 months.	12.1 @ 12.1½	"	8 mos.	13.7¼ @ 13.7½
Hamburg	"	13.10¼ @ 13.11	"	"	"
Paris	"	25.75 @ 25.85	"	"	"
Paris	short.	Nominal.	"	"	"
Vienna	3 months.	12.77¼ @ 12.82¼	May 5.	3 mos.	125.35
Berlin	"	5.30¼ @ 5.31	"	"	6.23¼
Frankfurt	"	120¼ @ 120½	"	short.	119¼
St. Petersburg	"	30¼ @ 30½	"	3 mos.	31 11-32
Odiz	"	49¼ @ 49½	"	"	"
Lisbon	90 days.	52¼ @ 53	"	"	"
Milan	3 months.	26.82¼ @ 26.87¼	"	"	"
Genoa	"	"	"	"	"
Naples	"	"	"	"	"
New York	"	"	May 4.	60 days.	110
Jamaica	"	"	"	"	"
Havana	"	"	May 5.	90 days.	19¼
Rio de Janeiro	"	"	April 17.	"	26¼
Bahia	"	"	April 9.	"	25¼ @ 26
Valparaiso	"	"	N. ch. 30.	"	"
Pernambuco	"	"	April 11.	"	25
Singapore	60 days.	4s. 5d.	"	"	"
Hong Kong	"	4s. 5d.	April 19.	6 mos.	4s. 4¼ d.
Ceylon	"	4 p. c. dia.	"	"	"
Bombay	"	1s. 10 9-16 @ 10 1-2 d.	May 1.	"	1s. 11 1-16 d.
Madras	"	"	"	"	"
Calcutta	"	"	"	"	"
Sydney	30 days.	½ p. c. dia.	"	"	"

[From our own correspondent.]

LONDON, Saturday, May 6.

The proposal of the Government for raising the sum required to meet the increased expenditure of the country by resorting to direct taxation alone, that is to say, by the imposition of a six-penny income tax has led to two important debates in the House of Commons during the week. On Monday it was moved by Mr W. H. Smith, the conservative member for Westminster, that it be declared "inexpedient that the income tax should be increased to the extent contemplated in the financial proposals of Her Majesty's Government," but this proposal was negatived by a majority of 85. On Thursday, Mr. McCullagh Torrlus moved that the tax be five pence, instead of six pence in the pound, but after a long discussion, that proposal was also negatived, although the Government majority was reduced 46. The course the Government has pursued with regard to the Budget has been very severely criticized even by its own supporters, and some of the liberal members have refrained from voting on the question at all. Had there been any strength in the opposition, and had Mr. Disraeli felt that his influence was sufficiently great to form a strong cabinet, the ministry must have given way; but as the belief is that the accession of the Tories to power would be short-lived, and that an unnecessary disturbance would be the result, most of the liberal members, although disapproving of the Budget, have voted with the ministry, and saved its fall. Mr. Lowe, in introducing his budget, said that the Government were desirous of keeping the income tax as low as possible, as a high rate pressed

so heavily on the lower middle class. Mr. Bernal Osborne characterized budget "No. 3" as a "budget of revenge." In spite, however, of the hardship to which clerks, &c., of £200 a year and under, will be subject, it must be admitted that the country is better able to pay a six-penny rate now than at any former period. The last six-penny rate was during the Abyssinian war, when the country was nothing like so prosperous, and when official liquidators were compelled to enforce calls upon unfortunate shareholders in defunct companies. Cotton was then much dearer than it is now, and great caution pervaded every department of business. The position of the country is now very different. The war has thrown a large amount of trade into our hands; cotton is abundant and cheap; the woolen trade is healthy; the iron districts are well employed; and bread is at a moderate price. The weather for the growing crops is excellent, and there seems every prospect for the country of a year of unexampled prosperity. Some persons say the prosperity is fictitious; but they are the opponents of free trade, and who continue to shut their eyes to realities. The late war is in itself a powerful argument in favor of free trade, for notwithstanding the magnitude of that terrible struggle, and our important commercial relations both with France and Germany, the loss to this country was comparatively trifling. So widespread is our commerce that any loss we sustain in any particular department, or with any particular country, is compensated in frequent instances, by an improvement elsewhere; and it is remarkable that although within a comparatively short distance of us a fearful war has been raging, and in which we had no right to interfere, our trade of last year was fully equal to any former year.

From the principal agricultural sections of the country the reports received during the week respecting the growing crops are favorable. Wheat is perhaps the least satisfactory, the severe frosts of the winter having caused the plant to decay in many places. At the same time, there is probably less land under wheat cultivation this season as there is evidently more attention being paid to grazing, owing to the very lucrative price now being obtained both for beef and mutton. The "fall" of lambs this year has been unusually heavy, and no doubt equal attention has been paid to the production of beef. Some time must elapse before this year's produce can be brought to maturity; but if the increased supply of stock is in the country, there will be certainly abundance of food for it, for there can be no question about the heavy yield of grass. In a short time our supply of turnip-fed cattle will be pretty well exhausted, and the season for grass-fed stock will be commenced. It may be safely said that our supply of meat during the summer months will compare very favorably with that received last year, which was remarkable for an unprecedented drought. And not only shall we have more meat, but dairy produce will be more abundant, of better quality and cheaper.

The wheat trade during the week has been firm, and although very little change has taken place, prices have shown a hardening tendency.

Annexed is a statement showing the imports and exports of cotton into and from the United Kingdom, from September 1 to May 4, compared with the corresponding period in 1869-70.

	1870-1.		1869-70.	
	Imports.	Exports.	Imports.	Exports.
American	1,781,672	260,402	988,533	72,301
Brazilian	311,672	34,310	311,449	42,644
East Indian	762,909	380,057	995,760	375,007
Egyptian	201,273	8,113	141,290	3,416
Miscellaneous	179,533	6,357	84,094	10,010
Total	3,240,111	689,744	2,453,056	503,378

There is an entire absence of a demand for gold for export, and the accumulation in the market continues on a rapid scale. The supply held by the Bank of England is now £23,498,220, being £3,500,000 more than at this date last year. So long as such a lamentable state of affairs exists at Paris, money is likely to accumulate here; but it is expected that with the return of order in Paris, large supplies of bullion will be sent away from this market. Good government, however, should be added, for until that is established, even Frenchmen will be unwilling to risk their capital in France. Several Frenchmen have started in business out of France, and among them, I am informed, M. Schneider, late President of the Corps Legislatif and proprietor of the Creuzot Iron Works. The commercial demand for money is good, but the supply being so very large, choice bills are taken at 2½ per cent. New loans continue to be talked about, and it is expected that one for Spain will be launched in a few days. A small loan for £600,000 for Costa Rica will, it is said, be brought out next week. The following are the quotations for money:

1870.	1871.	1870.	1871.
Percent.	Percent.	Percent.	Percent.
Bank minimum..... 3	2 1/2	4 months' ba'k bills 3	2 1/2
Open-market rates:		6 months' ba'k bills 3 1/2	2 3/4
3 and 60 days' bills 2 1/2	2 1/2	4 and 6 trade bills.. 3 1/2	3
3 months' bills..... 3	2 1/2		

The rates of interest allowed by the joint stock banks and discount houses for deposits are as under:

1870.	1871.
Joint stock banks..... 2	1 1/2
Discount houses at call..... 2	1 1/2
Discount houses with 7 days' notice..... 2 1/2	1 1/2
Discount houses with 14 days' notice..... 2 1/2	1 1/2

The following are the quotations at the leading Continental cities, compared with those of last year, are as under:

1870.	1871.	1870.	1871.
At Paris.....	2 1/2	Brussels.....	2 1/2
Vienna..... 5	6	Madrid..... 5	5
Berlin..... 4	4	Hamburg..... —	3
Frankfort..... 3 1/2	3 1/2	St. Peters-	4 1/2
Amst'd'm..... 3 1/2	3 1/2	burg..... 6	8
Turin..... 5	6		

* Nominal.

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of Middling Upland Cotton, and of No. 40 Mule Yarn, fair, second quality compared with the four previous years:

1867.	1868.	1869.	1870.	1871.
Circulation, including				
bank post bills.....	23,604,608	24,927,015	24,437,524	24,323,538
Public deposits.....	7,406,337	5,132,327	5,116,802	5,632,006
Other deposits.....	17,535,100	20,309,045	15,927,787	16,001,374
Government securities.....	12,836,314	13,317,696	14,020,793	12,896,281
Other securities.....	19,230,896	19,233,404	17,552,382	18,855,149
Reserve of notes and				
coin.....	10,983,547	11,948,107	7,576,521	10,973,652
Coin and bullion.....	19,138,357	20,404,992	16,582,086	19,848,607
Bank rate.....	3 p. c.	2 p. c.	4 1/2 p. c.	3 p. c.
Consols.....	92 1/2	92 1/2	92 1/2	93 1/2
Price of wheat.....	63s. 10d.	74s. 2d.	41s. 9d.	42s. 7d.
Mid. Upland cotton.....	11d.	12 1/2d.	11 1/2d.	10 1/2d.
No. 40 mule yarn.....	1s. 5d.	1s. 4d.	1s. 3 1/2d.	1s. 3 1/2d.

The following prices of bullion are from Messrs. Pixley & Co.'s circular. The principal change since last week is a slight rise in the price of silver and of old Mexican dollars:

GOLD		s.	d.	s.	d.
Bar Gold.....	per oz. standard.	77	8 1/2	77	9
do fine.....	do	77	11	77	11
do Refinable.....	do	77	11	77	11
Spanish Doubloons.....	per oz.	73	8	74	—
South American Doubloons.....	do	73	8	74	—
United States gold coin.....	do	76	8	76	—
SILVER.		s.	d.	s.	d.
Bar Silver, Fine.....	per oz. standard.	5	3 1/2	5	3 1/2
do containing 5 grs. gold per oz. standard.....	do	5	0 1/2	5	13 1/2
Fine Cake Silver.....	per oz. no price.	—	—	—	—
Mexican Dollars.....	per oz. last price.	4	10 1/2	4	11 1/2

There has been an increase of firmness in the Consol market, and British railway shares have further improved in value. With the exception of the lines over which the Continental traffic is carried, the traffic receipts are very favorable. For last week, on 13,908 miles, they were as much as £870,763, against £822,712 last year on 13,654 miles, showing an increase of 254 miles and of £48,051. As the lines traversing the manufacturing districts show very substantial increases, good evidence of the activity of our trade is afforded. Foreign government securities, excepting United States, Brazilian, Russian and Italian, have been dull. Atlantic and Great Western Reorganization Stock has been as high as 15 1/2 premium, and the certificates of debenture are at 45 to 46. Erie railway shares are much better, on the announcement from New York that the demurrer put in by the directors to the Committee's Bill of Complaint had been overruled, and that the directors were ordered to file their answer in thirty days. The following were the highest and lowest prices of consols and the principal American securities on each day of the week:

	Monday.	Tuesday.	Wed'ay.	Thurs'ay.	Friday.	Sat'day.
Consols.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
U. S. 5-20's, 1862.....	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
U. S. 5-20's, 1864.....	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
U. S. 5-20's, 1865.....	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
U. S. 5-20's, 1867.....	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
U. S. 10-40's, 1904.....	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
Atlantic & Gt. West.						
consol'd mort. b'de.....	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2
Erie Shares (\$100).....	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
Illinois shares (\$100).....	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2

The Frankfort advices state that the stock and share markets continue strong, in the face of a flood of new issues, especially of a variety of American Mortgage and City Bonds. The large amount interest due on United States government securities is now partially placed in these more speculative channels, the price of United States bonds being too high to induce re-investment. There has also been a demand for six per cent Georgia bonds at 72 1/2 to 73. Still the market is limited for those descriptions, and American firms, it is stated, "will find themselves in error if they calculate on a large sale for new creations merely because small

amounts of old ones have found buyers." There were some subscriptions for Omaha Bridge bonds, "but the advertisement came too late to be operative." California Oregon bonds, guaranteed by the Central Pacific, will be introduced at an early day by a leading firm, and others are to follow. Money continued very abundant.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by submarine telegraph, as shown in the following summary:

London Money and Stock Market.—There has been some little fluctuation in the prices for American securities, with rather a drooping market. Prices have rallied slightly to-day, but close about 1/2c. lower than one week ago.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
U. S. 6s (5-20's, 1862.....)	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
U. S. 6s (5-20's, 1865.....)	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
U. S. 10-40's.....	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2

The daily closing quotations for United States 6s (1862) at Frankfurt were:

Frankfort.....	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
----------------	--------	--------	--------	--------	--------	--------

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—The market has been generally steady with the exception of corn, which continues to show a tendency to higher prices.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Flour (Western).....	27 0	27 0	27 0	27 0	27 0	27 0
Wheat (No. 2 Mid. Red).....	11 10	11 10	11 10	11 10	11 10	11 10
Wheat (Red Winter).....	11 10	11 10	11 10	11 10	11 10	11 10
Wheat (California White).....	12 3	12 3	12 3	12 3	12 3	12 3
Corn (W. m'd).....	34 6	34 6	34 6	34 6	34 6	34 6
Barley (Canadian).....	4 0	4 0	4 0	4 0	4 0	4 0
Oats (Am. & Can.).....	3 5	3 5	3 5	3 5	3 5	3 5
Peas (Canadian).....	44 0	44 0	44 0	44 0	44 0	44 0

Liverpool Provisions Market.—There has been a further decline in Cheese, to-day's quotations closing at 60s. In Pork there has been a dull market, with a loss of 3s. during the week. The weakness has extended to all descriptions of provisions also, and quotations are lower throughout.

Bacon is lower, closing at 39s., and a slight decline is noted in Lard also.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Beef (ex. pr. mess).....	106 6	106 6	106 6	106 6	106 6	106 6
Pork (Etn. pr. mess).....	64 0	64 0	64 0	64 0	64 0	64 0
Bacon.....	38 0	38 0	38 0	38 0	38 0	38 0
Lard (American).....	51 6	51 6	51 6	51 6	51 6	51 6
Cheese (fine).....	66 6	66 6	66 6	66 6	66 6	66 6

Liverpool Produce Market.—With the exception of a small reduction in the price of Spirits of Petroleum. The market has been steady.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Rosin (com. Wilm.).....	17 6	17 6	17 6	17 6	17 6	17 6
Petroleum (std white).....	1 5	1 5	1 5	1 5	1 5	1 5
Tallow (American).....	42 0	42 0	42 0	42 0	42 0	42 0

London Produce and Oil Markets.—Linseed Oil has declined to £31 15s. Otherwise the market has been quiet and steady.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Linseed (Calcutta).....	63 6	63 6	63 6	63 6	63 6	63 6
Sugar (No. 12 Del. std).....	36 0	36 0	36 0	36 0	36 0	36 0
Sperm oil.....	82 0	82 0	82 0	82 0	82 0	82 0
Whale oil.....	36 0	36 0	36 0	36 0	36 0	36 0
Linseed oil.....	32 5	32 5	32 5	31 15	31 15	31 15

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in both dry goods and general merchandise. The total imports amount to \$6,561,621 this week, against \$7,846,227 last week, and \$10,382,026 the previous week. The exports are \$4,306,496 this week, against \$3,846,933 last week, and \$3,910,936 the previous week. The exports of cotton the past week were 13,095 bales, against 17,844 bales last week. The following are the imports at New York for week ending (for dry goods) May 12, and for the week ending (for general merchandise) May 13.

	1868.	1869.	1870.	1871.
Dry goods.....	\$1,332,005	\$1,402,998	\$1,581,174	\$1,735,843
General merchandise.....	4,441,246	4,185,326	3,670,932	4,765,779
Total for the week.....	\$5,773,251	\$5,588,324	\$5,252,126	\$6,501,621
Previously reported.....	85,680,403	116,170,375	107,864,789	137,074,773

Since Jan. 1..... \$91,453,654 \$121,758,699 \$113,116,906 \$143,636,394

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending May 16:

	1868.	1869.	1870.	1871.
For the week.....	\$4,035,781	\$3,871,328	\$3,607,044	\$4,306,496
Previously reported.....	65,112,464	60,193,266	61,153,081	66,083,777
Since Jan. 1.....	\$69,148,245	\$61,064,594	\$64,860,125	\$69,392,273

The following will show the exports of specie from the port of New York for the week ending May 13, 1871:

May 8—Brig Marie and Sophie, St. Thomas— American gold.....	\$28,000	amptn— American gold.....	\$400,477
May 9—Str. Thuringia, London— American gold.....	500,000	May 13—Str. City of Brooklyn, Liverpool— British gold.....	63,903
May 10—Str. Colorado, London— Silver bars.....	22,700	May 13—Str. Hermann, Southampton— American gold.....	1,108,000
May 10—Str. Java, Liverpool— American gold.....	75,000	May 13—Str. Columbia, Havana— Foreign gold.....	8,340
May 10—Bark John Boulton, Porto Cabello— Silver bars.....	156,553	May 13—Str. Abyssinia, Liverpool— Foreign silver.....	90,330
May 10—Sch. J. W. Maitland, Maracaibo— American gold.....	5,743	May 13—Bark Florence Peters, Humacao— Gold bars.....	24,300
May 10—Spanish gold.....	26,300	May 13—Str. Columbia, Havana— American gold.....	153,800
May 11—Str. Bremen, South- Total for the week.....	15,048	May 13—Str. Columbia, Havana— Gold bars.....	75,389
Previously reported.....		May 13—Str. Columbia, Havana— Silver bars.....	75,866
		May 13—Str. Columbia, Havana— American silver.....	10,000
			\$2,883,236
			\$25,143,056

Total since Jan. 1, 1871.....	\$28,026,292	Same time in 1867.....	11,161,843
Same time in 1870.....	\$9,490,414	1868.....	8,300,711
1869.....	11,340,341	1865.....	6,693,849
1868.....	25,849,903		

The imports of specie at this port during the past week have been as follows:

May 8—Str. Tybee, San Domingo— Silver.....	\$1,144	May 12—Str. Erie, Porto Rico— Silver.....	\$1,500
May 11—Str. Missouri, Havana— Gold.....	680	May 12—Str. City of Limerick, Halifax— Bar gold.....	11,800
May 11—Str. Missouri, Havana— Silver.....	140		\$15,864
Total for the week.....			\$2,994,481
Previously reported.....			

Total since January 1, 1871.....	\$3,009,745	Same time in 1867.....	1,025,521
Same time in 1870.....	\$6,888,327	1868.....	\$2,826,330
1869.....	8,610,041		

Camden & Atlantic Railroad.—The receipts from operations of this road for the year ending Dec. 31, 1870, were:

From passengers.....	\$222,069 04
From freight.....	92,094 33
From express.....	15,750 90
From United States mail.....	3,000 00
From miscellaneous.....	1,529 96

Total.....	\$334,444 23
Working expenses.....	175,078 21

Balance.....	\$159,366 02
--------------	--------------

In the report of the superintendent the receipts are stated at \$334,444 23 for the year 1870, against \$321,438 44 in the year 1869—an increase of \$13,005 79, and the total expenses in 1870 at \$175,215 23, against \$221,276 04 in 1869—a decrease of \$46,060 81. The percentage of receipts expended in operating in 1870 was 51.14, against 61 in 1869, a decrease of 9.86. The President in his report says:—The earnings and expenses of operating the road, excluding renewals, from the year 1865 to 1870, inclusive, together with the percentage of receipts thus expended, are given in the following table:—

	Earnings.	Expenses.	Profit.	Per cts
1865.....	\$266,848 32	\$178,850 01	\$88,498 31	66 83
1866.....	288,649 95	149,394 54	139,255 41	51 75
1867.....	306,972 03	149,926 73	157,045 30	48 88
1868.....	325,040 84	174,945 74	150,095 10	53 82
1869.....	320,677 65	174,620 02	146,057 63	54 44
1870.....	333,514 87	167,083 29	166,431 57	50 00

The Company have 8 engines, 19 first class and 15 second class passenger, 4 baggage, 2 mail and 89 freight cars. Miles run by engines with passenger trains, 120,760; freight, 32,509; gravel, wood, construction and switching, 10,367—163,636, against 160,166 in 1869, an increase of 3,470.

BALANCE SHEET.	
Capital stock—common.....	\$377,100 00
Capital stock—preferred.....	732,700 00
Fractional scrip.....	995 59
First mortgage bonds.....	490,000 00
Second mortgage bonds.....	500,000 00
Third mortgage bonds.....	100 00
Bonds and mortgages.....	75,079 60
Second mortgage coupon scrip.....	10,423 40
Bills payable.....	28,307 14
Due for materials &c.....	15,761 35
Wages due hands for December.....	3,927 59
Balance of income.....	159,366 02

Cost of road.....	\$2,443,660 69
Equipment.....	\$1,762,831 98
Profit and loss.....	328,543 14
Interest on bonded debt.....	122,221 35
	69,272 00

Total (including miscellaneous items not above enumerated).....\$3,443,660 69

—Attention is invited to the advertisement of Messrs. Edward Haight & Co., who have just brought out the loan of the Rondout and Oswego Railroad Company, the same being first mortgage seven per cent gold bonds, the issue of which is limited to \$20,000 per mile of completed road. The bonds are offered at 90. The road passes through a rich section of the State heretofore deprived of railroad facilities, and is an important internal improvement. When completed the line will be the shortest connecting the great lakes with deep water navigation on the Hudson. The section of the road finished is in profitable operation. Fuller particulars can be obtained of Messrs. Haight & Co.

BANKING AND FINANCIAL.

HARVEY FISK.

FISK & HATCH,

A. S. HATCH.

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,
NO. 5 NASSAU STREET, NEW YORK, May 15, 1871.

THE SIX PER CENT GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD Co. are secured upon a property which, when the extension to the Ohio River, now in process of rapid construction, is completed and fully equipped, will represent a cost of nearly \$30,000,000, and an actual value in Roads, Franchises, rights of way, &c., of not less than \$50,000,000. The total amount of the loan is \$15,000,000, of which one-half has already been sold.

The CENTRAL PACIFIC BONDS negotiated by us, amounting to \$25,885,000, have a ready market everywhere, being favorably known and actively dealt in at all the principal Stock Exchanges of this country and Europe, and are readily salable at all times at quoted market price, which is now above par.

The Bonds of the CHESAPEAKE AND OHIO RAILROAD Co. we believe to be of equal value and security, and must in time take a like rank in market value and salable character.

Holders of Five-Twenty Bonds, desiring to fund them otherwise than in the new Five Per Cent Government Loan, may do so with entire safety, at a profit of about 20 per cent, and without reduction of interest, by an exchange for the Bonds of the CHESAPEAKE AND OHIO RAILROAD Co.

Price of the bonds, until further notice, 91, and accrued interest from May 1.

We also buy and sell Government Securities, and the Bonds of the Central Pacific Railroad Co., and as agents of the U. S. Government, will attend to the funding of Five-Twenties into the new United States Bonds.

FISK & HATCH.

BANKING HOUSE OF HENRY CLEWS & Co., 33 WALL ST., N. Y.

Our business is the same as an incorporated bank.

Deposit accounts can be opened with us in either Currency or Coin, subject to check without notice. Five per cent. interest will be allowed on all daily balances. Checks upon us pass through the clearing house as if drawn upon any city bank.

We issue Circular Letters of Credit for travelers, available in all parts of the world; also Commercial Credits. We make telegraphic transfers of money to any desired point, and transact every description of foreign banking business.

We draw Bills of Exchange in sums from £1 upward on. The Imperial Bank, and Messrs. Clews, Habicht & Co., London. The Provincial Bank of Ireland, The National Bank of Scotland, and all their branches.

We issue Certificates of Deposit payable on demand or at fixed date, bearing interest, and available at all money centres.

Orders executed for Government and other investment securities; also Gold and Exchange.

Advances made on approved collaterals and against Merchant disce consigned to our care.

We make collections of Notes, Drafts, Coupons and Dividends with promptness on all points, and are fully prepared to offer banking facilities upon either currency or gold basis.

GERMAN BANK OF LONDON (Limited).

DIRECTORS.

George Albrecht, Bremen.
Edward Henry Green, London.
Carl Klotz, Frankfort-on-the-Main.
Victor Freiherr Von Magnus, Berlin.
Julius May, Frankfort-on-the-Main.
Adolph Vom Rath, Cologne.
Charles Ferdinand Rodewald, London.
Frederick Rodewald, London.
Thomas Sellar, London.
Rudolph Sulzbach, Frankfort-on-the-Main.
L. Joseph Speyer, Frankfort-on-the-Main.
Managing Director—Otto Nestle.
Assistant Manager—Leopold Bonn.
Auditor—George Thomas Brooking.

Bankers—The London Joint Stock Bank, London.

The Capital of the German Bank of London Limited is £2,000,000, divided into 200,000 Shares of £10 each; of which 60,000 Shares, representing a capital of £600,000, have been issued, subscribed for, and allotted, and are intended to be fully paid up within six months.

The bank is established in London and has no branches on the Continent or abroad. It is now prepared to open business, to negotiate approved securities, and generally to attend to transactions appertaining to Foreign banking business.

Bartholomew House, Bartholomew lane, London, E. C., April, 1871.

these influences Five-Twenties of 1863 have sold up to 111½ against 111, the closing price in our last report; Five-Twenties of 1867 to 114 against 113½, and Ten-Forties to 110 against 109½. The Treasury purchased \$2,000,000 on Wednesday, between 111.23 and 111.49; the total offerings were \$4,877,000, a smaller amount than at any previous purchase for several weeks past. Subscriptions to the 5 per cent loan now reach about \$65,000,000, and some of the new bonds (coupon \$1,000s) have come forward from Washington and been delivered to the subscribers to the loan, in proportion to the respective amounts taken by each of them. The bond is handsomely engraved, and occupies about one-half the page of royal quarto bank-note paper on which it is printed, and the 40 coupons (quarterly for 10 years) the other half. Both bear the vignette of Gen. William Henry Harrison. In regard to any further or different arrangements for the negotiations of the bonds, there has been as yet no announcement, and it has probably been anticipated that the readiness of the bonds for delivery would have the effect of largely increasing subscriptions.

The following were the highest and lowest prices of leading government securities at the Board on each day of the past week:

	Saturday, May 13.	Monday, May 15.	Tuesday, May 16.	Wednesday, May 17.	Thursday, May 18.	Friday, May 19.
5-20s, 1861 comp.	110½	111	111½	111½	111½	111½
5-20s, 1862 comp.	110½	111	111½	111½	111½	111½
5-20s, 1864	111	111	111½	111½	111½	111½
5-20s, 1865	111	111½	111½	111½	111½	111½
5-20s, 1866	111	111½	111½	111½	111½	111½
5-20s, 1867	111	111½	111½	111½	111½	111½
5-20s, 1868	111	111½	111½	111½	111½	111½
5-20s, 1869	111	111½	111½	111½	111½	111½
5-20s, 1870	111	111½	111½	111½	111½	111½
5-20s, 1871	111	111½	111½	111½	111½	111½
5-20s, 1872	111	111½	111½	111½	111½	111½
5-20s, 1873	111	111½	111½	111½	111½	111½
5-20s, 1874	111	111½	111½	111½	111½	111½
5-20s, 1875	111	111½	111½	111½	111½	111½
5-20s, 1876	111	111½	111½	111½	111½	111½
5-20s, 1877	111	111½	111½	111½	111½	111½
5-20s, 1878	111	111½	111½	111½	111½	111½
5-20s, 1879	111	111½	111½	111½	111½	111½
5-20s, 1880	111	111½	111½	111½	111½	111½
5-20s, 1881	111	111½	111½	111½	111½	111½
5-20s, 1882	111	111½	111½	111½	111½	111½
5-20s, 1883	111	111½	111½	111½	111½	111½
5-20s, 1884	111	111½	111½	111½	111½	111½
5-20s, 1885	111	111½	111½	111½	111½	111½
5-20s, 1886	111	111½	111½	111½	111½	111½
5-20s, 1887	111	111½	111½	111½	111½	111½
5-20s, 1888	111	111½	111½	111½	111½	111½
5-20s, 1889	111	111½	111½	111½	111½	111½
5-20s, 1890	111	111½	111½	111½	111½	111½
5-20s, 1891	111	111½	111½	111½	111½	111½
5-20s, 1892	111	111½	111½	111½	111½	111½
5-20s, 1893	111	111½	111½	111½	111½	111½
5-20s, 1894	111	111½	111½	111½	111½	111½
5-20s, 1895	111	111½	111½	111½	111½	111½
5-20s, 1896	111	111½	111½	111½	111½	111½
5-20s, 1897	111	111½	111½	111½	111½	111½
5-20s, 1898	111	111½	111½	111½	111½	111½
5-20s, 1899	111	111½	111½	111½	111½	111½
5-20s, 1900	111	111½	111½	111½	111½	111½
5-20s, 1901	111	111½	111½	111½	111½	111½
5-20s, 1902	111	111½	111½	111½	111½	111½
5-20s, 1903	111	111½	111½	111½	111½	111½
5-20s, 1904	111	111½	111½	111½	111½	111½
5-20s, 1905	111	111½	111½	111½	111½	111½
5-20s, 1906	111	111½	111½	111½	111½	111½
5-20s, 1907	111	111½	111½	111½	111½	111½
5-20s, 1908	111	111½	111½	111½	111½	111½
5-20s, 1909	111	111½	111½	111½	111½	111½
5-20s, 1910	111	111½	111½	111½	111½	111½
5-20s, 1911	111	111½	111½	111½	111½	111½
5-20s, 1912	111	111½	111½	111½	111½	111½
5-20s, 1913	111	111½	111½	111½	111½	111½
5-20s, 1914	111	111½	111½	111½	111½	111½
5-20s, 1915	111	111½	111½	111½	111½	111½
5-20s, 1916	111	111½	111½	111½	111½	111½
5-20s, 1917	111	111½	111½	111½	111½	111½
5-20s, 1918	111	111½	111½	111½	111½	111½
5-20s, 1919	111	111½	111½	111½	111½	111½
5-20s, 1920	111	111½	111½	111½	111½	111½
5-20s, 1921	111	111½	111½	111½	111½	111½
5-20s, 1922	111	111½	111½	111½	111½	111½
5-20s, 1923	111	111½	111½	111½	111½	111½
5-20s, 1924	111	111½	111½	111½	111½	111½
5-20s, 1925	111	111½	111½	111½	111½	111½
5-20s, 1926	111	111½	111½	111½	111½	111½
5-20s, 1927	111	111½	111½	111½	111½	111½
5-20s, 1928	111	111½	111½	111½	111½	111½
5-20s, 1929	111	111½	111½	111½	111½	111½
5-20s, 1930	111	111½	111½	111½	111½	111½
5-20s, 1931	111	111½	111½	111½	111½	111½
5-20s, 1932	111	111½	111½	111½	111½	111½
5-20s, 1933	111	111½	111½	111½	111½	111½
5-20s, 1934	111	111½	111½	111½	111½	111½
5-20s, 1935	111	111½	111½	111½	111½	111½
5-20s, 1936	111	111½	111½	111½	111½	111½
5-20s, 1937	111	111½	111½	111½	111½	111½
5-20s, 1938	111	111½	111½	111½	111½	111½
5-20s, 1939	111	111½	111½	111½	111½	111½
5-20s, 1940	111	111½	111½	111½	111½	111½
5-20s, 1941	111	111½	111½	111½	111½	111½
5-20s, 1942	111	111½	111½	111½	111½	111½
5-20s, 1943	111	111½	111½	111½	111½	111½
5-20s, 1944	111	111½	111½	111½	111½	111½
5-20s, 1945	111	111½	111½	111½	111½	111½
5-20s, 1946	111	111½	111½	111½	111½	111½
5-20s, 1947	111	111½	111½	111½	111½	111½
5-20s, 1948	111	111½	111½	111½	111½	111½
5-20s, 1949	111	111½	111½	111½	111½	111½
5-20s, 1950	111	111½	111½	111½	111½	111½
5-20s, 1951	111	111½	111½	111½	111½	111½
5-20s, 1952	111	111½	111½	111½	111½	111½
5-20s, 1953	111	111½	111½	111½	111½	111½
5-20s, 1954	111	111½	111½	111½	111½	111½
5-20s, 1955	111	111½	111½	111½	111½	111½
5-20s, 1956	111	111½	111½	111½	111½	111½
5-20s, 1957	111	111½	111½	111½	111½	111½
5-20s, 1958	111	111½	111½	111½	111½	111½
5-20s, 1959	111	111½	111½	111½	111½	111½
5-20s, 1960	111	111½	111½	111½	111½	111½
5-20s, 1961	111	111½	111½	111½	111½	111½
5-20s, 1962	111	111½	111½	111½	111½	111½
5-20s, 1963	111	111½	111½	111½	111½	111½
5-20s, 1964	111	111½	111½	111½	111½	111½
5-20s, 1965	111	111½	111½	111½	111½	111½
5-20s, 1966	111	111½	111½	111½	111½	111½
5-20s, 1967	111	111½	111½	111½	111½	111½
5-20s, 1968	111	111½	111½	111½	111½	111½
5-20s, 1969	111	111½	111½	111½	111½	111½
5-20s, 1970	111	111½	111½	111½	111½	111½
5-20s, 1971	111	111½	111½	111½	111½	111½
5-20s, 1972	111	111½	111½	111½	111½	111½
5-20s, 1973	111	111½	111½	111½	111½	111½
5-20s, 1974	111	111½	111½	111½	111½	111½
5-20s, 1975	111	111½	111½	111½	111½	111½
5-20s, 1976	111	111½	111½	111½	111½	111½
5-20s, 1977	111	111½	111½	111½	111½	111½
5-20s, 1978	111	111½	111½	111½	111½	111½
5-20s, 1979	111	111½	111½	111½	111½	111½
5-20s, 1980	111	111½	111½	111½	111½	111½
5-20s, 1981	111	111½	111½	111½	111½	111½
5-20s, 1982	111	111½	111½	111½	111½	111½
5-20s, 1983	111	111½	111½	111½	111½	111½
5-20s, 1984	111	111½	111½	111½	111½	111½
5-20s, 1985	111	111½	111½	111½	111½	111½
5-20s, 1986	111	111½	111½	111½	111½	111½
5-20s, 1987	111	111½	111½	111½	111½	111½
5-20s, 1988	111	111½	111½	111½	111½	111½
5-20s, 1989	111	111½	111½	111½	111½	111½
5-20s, 1990	111	111½	111½	111½	111½	111½
5-20s, 1991	111	111½	111½	111½	111½	111½
5-20s, 1992	111	111½	111½	111½	111½	111½
5-20s, 1993	111	111½	111½	111½	111½	111½
5-20s, 1994	111	111½	111½	111½	111½	111½
5-20s, 1995	111	111½	111½	111½	111½	111½
5-20s, 1996	111	111½	111½	111½	111½	111½
5-20s, 1997	111	111½	111½	111½	111½	111½
5-20s, 1998	111	111½	111½	111½	111½	111½
5-20s, 1999	111	111½	111½	111½	111½	111½
5-20s, 2000	111	111½	111½	111½	111½	111½
5-20s, 2001	111	111½	111½	111½	111½	111½
5-20s, 2002	111	111½	111½	111½	111½	111½
5-20s, 2003	111	111½	111½	111½	111½	111½
5-20s, 2004	111	111½	111½	111½	111½	111½
5-20s, 2005	111	111½	111½	111½	111½	111½
5-20s, 2006	111	111½	111½	111½	111½	111½
5-20s, 2007	111	111½	111½	111½	111½	111½
5-20s, 2008	111	111½	111½	111½	111½	111½
5-20s, 2009	111	111½	111½	111½	111½	111½
5-20s, 2010	111	111½	111½	111½	111½	111½
5-20s, 2011	111	111½	111½	111½	111½	111½
5-20s, 2012	111	111½	111½	111½	111½	111½
5-20s, 2013	111	111½	111½	111½	111½	111½
5-20s, 2014	111	111½	111½	111½	111½	111½
5-20s, 2015	111	111½	111½	111½	111½	111½
5-20s, 2016	111	111½	111½	111½	111½	111½
5-20s, 2017	111	111½	111½	111½	111½	111½
5-20s, 2018	111	111½	111½	111½	111½	111½
5-20s, 2019	111	111½	111½	111½	111½	111½
5-20s, 2020	111	111½	111½	111½	111½	111½

Balance, May 12.	\$5,961,937 50	7,626,417 05
Payment during week.	\$64,819,595 40	\$12,129,750 95
Balance, May 19.	\$57,838,435 42	\$7,231,529 71

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 13, 1871:

BANKS.	Capital.	Loans.	Specie.	Circulation.	Legal Tenders.	Net Assets.
New York.	\$3,000,000	\$12,393,000	\$2,299,400	\$857,200	\$11,325,800	\$863,600
Manhattan.	2,050,000	6,275,800	674,400	98,000	5,658,600	1,795,400
Merchants'.	3,000,000	6,727,600	930,700	886,000	5,258,400	1,896,900
Mechanics'.	2,000,000	5,238,300	322,700	529,819	4,398,800	1,545,500
Union.	1,500,000	4,407,100	248,300	479,300	3,501,600	735,100
America.	8,000,000	8,771,773	1,373,291	1,415	7,567,039	1,977,149
Phoenix.	1,500,000	4,316,403	386,923	530,923	2,995,552	602,667
City.	1,000,000	6,579,364	782,399	5,476,214	4,580,000	1,000,000
Trademen's.	7,000,000	3,461,462	192,852	706,813	2,263,463	658,884
Fulton.	600,000	2,094,071	167,446	4,000	1,797,480	698,031
Chemical.	800,000	6,186,944	435,591	4,448,731	1,302,790	1,302,790
Merchants' Exchange.	1,225,000	2,878,335	29,940	45,171	2,301,574	947,827
Gallatin, National.	1,500,000	3,221,196	168,281	486,289	1,349,714	561,646
Butchers'.	800,000	2,407,500	52,300	252,800	1,794,600	528,600
Mechanics and Traders'.	600,000	2,002,400	11,300	195,700	1,431,200	470,500
Greenwich.	800,000	1,981,908	206,222	2,284	792,210	132,665
Seventh Ward.	500,000	1,259,471	98,689	171,351	888,190	228,718
State of New York.	2,000,000	4,360,558	399,558	485,000	3,101,185	1,022,639
Metropolitan Exchange.	1,225,000	2,878,335	29,940	45,171	2,301,574	947,827
Commerce.	10,000,000	10,565,006	498,335	4,092,495	6,465,580	5,400,180
Broadway.	1,000,000	7,802,200	162,200	900,000	6,530,600	1,965,800
Ocean.	1,000,000	2,460,573	61,548	73,000	1,392,619	495,256
Merchants'.	1,000,000	2,460,573	61,548	73,000	1,392,619	495,256
Pacific.	1,222,700	1,986,450	17,370	4,700	1,865,380	821,150
Republic.	2,000,000	4,729,067	819,497	832,333	4,033,692	890,816
Chatham.	450,000	2,175,700	119,500	130,600	2,543,300	519,000
People's National.	1,000,000	1,516,190	2,120	5,733	1,209,447	390,202
North American.	1,000,000	2,568,365	342,700	4,000	2,550,054	342,700
Hanover.	1,000,000	2,395,157	148,550	286,871	1,408,342	324,061
Irving.	500,000	2,041,000	11,300	180,416	1,911,000	518,000
Metropolitan.	4,000,000	5,670,000	568,000	1,551,730	5,427,580	1,582,335
Citizens.	400,000	1,633,437	24,591	151,400	1,357,446	321,000
Nassau.	1,000,000	2,417,769	42,197	3,925	2,410,335	369,354
Market.	1,000,000	5,150,900	87,900	499,630	1,958,200	506,300
St. Nicholas.	1,000,000	1,185,160	22,820	10,853	1,255,900	240,600
Shoe and Leather.	1,500,000	3,813,000	49,400	807,400	2,915,700	891,000
Corn Exchange.	1,000,000	2,550,900	194,900	5,730	1,572,600	253,000
Continental.	2,000,000	3,747,166	108,218	572,590	2,994,783	882,000
Commonwealth.	750,000	2,570,000	80,700	288,100	2,240,000	625,400
Oriental.	400,000	1,443,920	2,930	4,530	1,173,544	260,400
Marine.	400,000	1,474,670	41,450	360,000	1,073,220	591,730
Atlantic.	300,000	1,108,466	34,136	98,847	818,900	225,505
Importers and Traders'.	1,500,000	1,185,160	22,820	10,853	1,255,900	240,600
Park.	2,000,000	18,074,594	1,348,503	968,256	21,210,387	5,016,381
Mechanics' Banking Ass.	500,000	1,098,300	62,600	305,800	1,102,100	508,900
Grocers'.	300,000	758,019	8,607	1,915	708,688	211,744
North River.	400,000	1,185,160	22,820	10,853	1,066,363	335,335
East River.	400,000	1,073,015	8,554	256,500	696,961	211,000
Manufacturers & Mer.	500,000	1,463,900	5,300	677	1,170,300	228,300
Fourth National.	5,000,000	20,532,700	827,000	2,940,400	17,544,400	5,092,600
Central National.	3,000,000	11,099,000	69,000	1,867,800	10,062,000	3,173,000
Second National.	2,000,000	1,414,000	269,000	1,140,000	1,245,000	169,000
Ninth National.	1,000,000	6,588,000	310,000	783,000	5,961,000	1,288,000
First National.	500,000	5,169,800	80,000	336,300	5,111,200	1,080,600
Third National.	1,000,000	1,350,000	376,400	586,500	600,100	1,430,700
New York N. Exchange.	1,000,000	1,300,000	1,000	265,400	1,298,600	343,700
Tenth National.	1,000,000	4,938,100	48,900	898,100	4,319,100	1,181,000
Bowery National.	250,000	1,396,872	9,347	225,000	1,018,447	80,710
New York County.	200,000	1,000,000	189,000	1,159,100	440,000	440,000
Germans American.	1,000,000	2,845,378	159,150	1,000,000	2,686,228	947,639
Ball's Head.	200,000	1,964,630	5,417	6,381	1,752,558	206,000
Stuyvesant.	200,000	477,544	3,320	6,612	116,836	116,836
Eleventh Ward.	200,000	524,927	4,895	495,433	73,124	73,124
Eight National.	200,000	739,412	2,674	2,981	733,737	245,600
American National.	500,000	981,752	40,788	418,075	966,005	392,158
Germania.	200,000	885,024	9,305	922,377	1,244,524	215,000
Manufacturers & Builders.	100,000	1,223,290	.....	.....	.....	.....
Totals.	70,238,900	39,231,291	16,196,523	31,321,479	231,956,015	61,252,236

The deviations from the returns of previous week are as follows:

Loans.	Dec. \$81,487	Net Deposits.	Dec. Inc. \$4,374,478
Specie.	Dec. 389,229	Legal Tenders.	Dec. Inc. 2,103,082
Circulation.	Dec. 75,236		

The following are the totals for a series of weeks past:

Date.	Loans.	Specie.	Circulation.	Deposits.	Legal Tenders.	Net Assets.	Aggregate.
April 1.	291,032,927	17,956,692	31,575,789	22,138,095	58,270,543	648,249,103	1,019,700
April 8.	290,107,870	15,514,196	31,598,901	21,738,657	59,945,597	651,784,488	1,019,700
April 15.	285,584,566	15,514,196	31,598,901	21,738,657	59,945,597	651,784,488	1,019,700
April 22.	285,207,706	15,514,196	31,598,901	21,738,657	59,945,597	651,784,488	1,019,700
April 29.	287,554,338	15,514,196	31,598,901	21,738,657	59,945,597	651,784,488	1,019,700
May 6.	286,218,718	15,514,196	31,598,901	21,738,657	59,945,597	651,784,488	1,019,700
May 13.	286,218,718	15,514,196	31,598,901	21,738,657	59,945,597	651,784,488	1,019,700

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, May 15, 1871:

Banks.	Capital.	Loans.	Specie.	Circulation.	Legal Tenders.	Net Assets.
Philadelphia.	\$1,200,000	\$5,300,000	\$34,000	\$1,200,000	\$1,200,000	\$1,200,000
North America.	1,000,000	4,164,109	5,360	1,266,747	2,989,461	799,230
Farmers and Mech.	2,000,000	5,135,400	38,800	1,225,700	3,762,200	882,000
Commercial.	800,000	2,410,000	3,200	870,000	1,537,000	617,000
Mechanics'.	1,000,000	2,410,000	3,200	870,000	1,537,000	617,000
Bank N. Liberties.	500,000	2,400,000	3,000	747,000	2,171,000	461,000
Southwark.	200,000	1,447,000	26,500	548,000	1,517,400	211,300
Kensington.	200,000	1,067,800	4,810	291,000	929,579	228,800
Penn.	200,000	1,067,800	4,810	291,000	929,579	228,800
West.	400,000	1,451,054	610	399,564	1,451,054	171,530
Manufacturers'.	570,150	1,906,400	.....	435,000	1,170,700	449,064
Bank of Commerce.	200,000	766,587	4,895	222,938	577,510	215,910
Harold.	1,000,000	8,694,000	47,000	1,128,000	3,028,000	597,000
Tradesmen's.	200,000	1,285,431	8,677	397,619	951,819	172,550
Consolidation.	300,000	1,158,692	.....	253,265	83,232	270,000
City.	400,000	1,252,685	305	445,167	887,238	351,000
Commonwealth.	500,000	966,750	11,000	492,000	1,547,000	450,000
Corn Exchange.	300,000	1,277,000	6,000	441,000	1,487,000	220,000
First.	1,000,000	3,719,000	18,000	1,030,000	3,639,000	792,000
Third.	200,000	1,015,360	1,651	289,630	725,730	261,000
Fourth.	200,000	1,015,360	1,651	289,630	725,730	261,000
Sixth.	150,000	535,000	.....	149,000	406,000	135,000
Seventh.	250,000	816,000	10,000	137,000	779,000	219,335
Eight.	275,000	965,000	.....	412,000	2,448,000	577,000
Central.	750,000	5,666,000	5,000	490,000	1,481,000	800,000
Bank of Republic.	1,000,000	2,285,000	.....	91,000	194,000	170,000
Security.	229,000	423,000	.....	.....	.....	.....
Total.	\$15,961,150	\$55,033,227	\$231,506	\$11,575,823	\$43,662,846	\$11,179,730

The deviations from last week's returns are as follows:

Capital.	Increase.	1,000	Legal Tenders.	Increase.	321,601
Loans.	Increase.	213,372	Deposits.	Decrease.	225,274
Specie.	Decrease.	69,970	Circulation.	Increase.	848

The annexed statement shows the condition of the Philadelphia Banks for a series of weeks:

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation.
April 3.	54,040,516	369,651	11,977,547	38,667,490	11,074,159
April 10.	53,972,300	371,577	11,958,186	39,257,723	11,070,894
April 17.	54,015,154	371,577	11,958,186	41,418,076	11,070,894
April 24.	54,391,496	371,577	11,958,186	41,418,076	11,070,894
May 1.	54,661,445	371,577	11,958,186	41,418,076	11,070,894
May 8.	54,661,445	371,577	11,958,186	41,418,076	11,070,894
May 15.	54,661,445	371,577	11,958,186	41,418,076	11,070,894

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, on Monday May 15, 1871:

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circula.
Atlantic.	\$750,000	\$1,543,568	\$56,376	\$159,375	\$448,742	\$128,788
Atlas.	1,500,000	2,686,292	4,143	186,647	871,177	418,788
Blackstone.	1,500,000	3,575,718	6,678	319,823	1,624,734	781,721
Boston.	1,000,000	2,005,116	1,700	185,178	953,362	570,264
Boylston.	800,000	1,425,359	155	289,415	761,700	452,221
Broadway.	200,000	506,065	12,552	89,758	431,235	452,221
Columbian.	1,000,000	2,365,387	61,400	635,000	1,074,894	779,490
Continental.	1,000,000	2,002,494	50,334	217,250	952,811	566,400
Eliot.	1,000,000	2,578,532	50,334	249,920	1,074,894	779,490
Everett.	200,000	788,282	820	55,143	553,006	102,390
Faneuil Hall.	1,000,000	2,351,219	87,845	205,535	1,247,693	514,113
Freeman's.	500,000	1,000,000	50,159	501,589	501,589	890,788
Globe.	1,000,000	2,557,851	29,167	257,667	1,251,238	890,788
Hamilton.	750,000	1,500,272	4,276	205,878	1,377,865	240,962
Howard.	800,000	1,600,000	19,714	47,001	1,062,662	445,143
Market.	800,000	1,465,584	2,064	107,217	991,973	546,851
Massachusetts.	800,000	1,919,266	32,151	207,217	1,062,662	546,851
Maverick.	400,000	880,818	13,361	73,101	343,087	242,246
Overseers.	800,000	1,600,000	19,714	47,001	1,062,662	546,851
Mount Vernon.	200,000	616,175	19,975	1,076,678	5,708,083	1,626,661
New England.	2,000,000	2,156,747	12,776	99,472	898,383	768,830
North.	1,000,000	2,325,482	5,447	340,000	1,741,312	775,227
Old Bedford.	1,000,000	2,000,000	12,552	185,178	1,074,894	863,726
Shawmut.	1,000,000	2,099,814	41,439	49,006	691,700	507,147
Shoe & Leather.	200,000	2,762,156	42,013	222,037	358,925	358,925
State.	2,000,000	4,104,397	30,396	331,906	1,092,915	909,465
Temple.	1,000,000	2,500,000	12,552	185,178	1,074,894	775,227
Traders.	600,000	1,249,521	4,062	140,245	1,062,662	716,717
Tremont.	200,000	1,949,014	291,832	125,680	876,752	656,862
Washington.	1,500,000	3,184,910	121,500	644,321	1,062,662	890,788
First.	1,000,000	1,979,669	19,889	1,197,728	1,062,662	775,227
Second (Granite).	1,800,000	4,829,965	32,745	690,900	3,408,264	775,227
Third.	800,000	1,221,600	60,528	74,026	1,159,380	174,285
Union.	2,000,000	2,500,000	12,552	185,178	1,074,894	775,227
Bank of N. America	1,000,000	1,961,168	24,825	271,618	1,062,662	827,659
Bk of Redemption.	1,000,000	5,779,741	61,923	667,216	2,198,049	799,000
Bank of Republic.	1,500,000	2,866,577	21,532	332,802	890,788	786,967
Bank of the City.	1,000,000	2,500,000	12,552	185,178	1,074,894	775,227
Eagle.	1,000,000	1,902,762	2,762	177,229	892,656	892,656
Exchange.	1,000,000	4,391,563	100,737	302,347	1,515,123	799,016
Hide & Leather.	1,500,000	3,185,225	107,321	367,299	1,139,399	781,726
Industrial.	2,000,000	2,500,000	12,552	185,178	1,074,894	775,227
Security.	200,000	617,528	82,851	39,660	4,031,317	127,000
Union.	1,000,000	2,474,184	123,419	180,428	959,755	536,513
Webster.	1,500,000	3,163,638	41,263	400,380	2,480,510	491,822
Total.	\$47,500,000	\$114,851,622	\$1,784,516	\$12,266,841	\$51,419,334	\$34,892,551

May 20, 1871.]

THE CHRONICLE.

323

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Cent Value, Whatever the Par may be. Southern Securities are Quoted in a Separate List.

STOCKS AND SECURITIES.				STOCKS AND SECURITIES.				STOCKS AND SECURITIES.				STOCKS AND SECURITIES.			
Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.		
New York Prices.				RAILROAD BONDS.				Boston.				Baltimore.			
U. S. GOVERNMENTS.				Great Western, 2d M. 1883.				Cin. San. & Cleve. 1st M. 7.				Central Ohio, 1st M. 6.			
(Not previously quoted.)				Ill. & So. Iowa, 1st M. 1880.				Hartford & Erie, 1st M. (old) 7.				do do 2d M. 7, 1891.			
5s, 1881, reg.				Galena & Chicago Ex. ended.				do do 1st M. (new) 7.				do do 3d M. S. F. 6, 1900.			
5s, 5-20s, (1882) reg.				Galena & Chicago, 3d M.				Old Col. & Newport Bds. 6, 76.				do do Bonds, 7, 1877.			
5s, 5-20s, (1884) reg.				Morris & Essex, 1st M.				Rutland, new, 7.				Verm't Cen., 1st M. cons., 7, '86.			
5s, 5-20s, (1885) reg.				do do 2d M.				Verm't & Can., new, 8.				Boston & Albany stock.			
5s, 5-20s, (1886) reg.				Cleve. & Tol. Sinking Fund.				Boston & Lowell stock.				do do 2d M. cons., 7, '80.			
5s, 1871, reg.				New Jersey Central, 2d M.				Boston & Providence.				Cheshire preferred.			
STATE BONDS.				do do new bds.				Concord & Cleve. stock.				Connecticut & Passumpsic, pf.			
Tennessee 6s, old.				Pitts. Ft. W. & Chic., 1st M.				Fitchburg.				Ham. Co., Ohio, 1st M. 7, 1888.			
do do new bonds.				do do 2d M.				Indianapolis, Cin. & La. Yette.				do do 7 p. c. ong bds.			
Virginia 6s, old.				Cleve. & Pitts., Consol. S. F. d.				Manchester & Lawrence.				Cincinnati & Cin. Bridge.			
do do registered old.				do do 8 p. c. eq't bds.				Ordens. & L. Champlaine.				do do 1st M. 7, '80.			
do do 1866.				do do 2d M.				do do pref.				Cin. & Indiana, 1st M. 7.			
do do 1867.				Chic. & Alton Sinking Fund.				Rout. Saco & Newport.				do do 2d M. 7, 1877.			
Georgia 6s.				Ohio & Miss., 1st Mortgage.				do do preferred.				Colum. & Xenia, 1st M. 7, 1885.			
do 7s, new bonds.				Dub. & Sioux C., 1st M.				do do 2d M.				Dayton & Mich., 1st M. 7, 1880.			
do 7s, endorsed.				St. L. & Iron Mountain, 1st M.				do do 3d M.				Cin. Ham. & Dayton stock.			
North Carolina 6s, old.				Mil. & St. Paul, 1st M.				do do 4th M.				Columbus & Xenia stock.			
do do Funding Act, 1866.				do do 2d M.				Chic. & Eastern, 1st M.				Dayton & Michigan stock.			
do do 1868.				Chic. & Eastern, 1st M.				Col. Chic. & Ind., 1st M.				Little Miami stock.			
do do new bonds.				Tol. Peoria & Warsaw, E. D.				do do 2d M.				Louisville.			
do do Special Tax.				do do 2d M.				New York & N. Haven 6s.				do 6s, 7s to 9s.			
South Carolina 6s.				Boston, H. & Erie, guaranteed.				Cedar Falls & Minn., 1st M.				do 6s, 7s to 9s.			
do do 2d April & Oct.				Detroit, Monroe & Tol. bonds.				Cleve. & Ash., new bds.				do 6s, 7s to 9s.			
Missouri 6s.				Cleve. & Erie, new bonds.				Buffalo & Erie, new bonds.				do 6s, 7s to 9s.			
do do Han. & St. Joseph.				St. L. Jacksonville & Chic. 1st				South Side Railroad bonds.				do 6s, 7s to 9s.			
Louisiana 6s.				do do 2d M.				North Missouri, 1st Mortgage.				do 6s, 7s to 9s.			
do do new bonds.				Jefferson RR, 1st M. bonds.				do do 2d Mortgage.				do 6s, 7s to 9s.			
do do 6s, new floating debt.				do do 2d M.				do do 3d Mortgage.				do 6s, 7s to 9s.			
do do 6s, levee bonds.				do do 3d M.				do do 4th Mortgage.				do 6s, 7s to 9s.			
do do 8s do.				do do 4th M.				do do 5th Mortgage.				do 6s, 7s to 9s.			
California 7s, Penitentiary.				do do 5th M.				do do 6th Mortgage.				do 6s, 7s to 9s.			
do 7s, large bonds.				do do 6th M.				do do 7th Mortgage.				do 6s, 7s to 9s.			
Connecticut 6s.				do do 7th M.				do do 8th Mortgage.				do 6s, 7s to 9s.			
Rhode Island 6s.				do do 8th M.				do do 9th Mortgage.				do 6s, 7s to 9s.			
do do.				do do 9th M.				do do 10th Mortgage.				do 6s, 7s to 9s.			
Arkansas 6s, funded.				do do 10th M.				do do 11th Mortgage.				do 6s, 7s to 9s.			
do 7s, L. R. & Ft. S. iss.				do do 11th M.				do do 12th Mortgage.				do 6s, 7s to 9s.			
do 7s, L. R. & P. B. iss.				do do 12th M.				do do 13th Mortgage.				do 6s, 7s to 9s.			
do 7s, Miss. Onc. & RR.				do do 13th M.				do do 14th Mortgage.				do 6s, 7s to 9s.			
Ohio 6s, 1873.				do do 14th M.				do do 15th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1886.				do do 15th M.				do do 16th Mortgage.				do 6s, 7s to 9s.			
Kentucky 6s.				do do 16th M.				do do 17th Mortgage.				do 6s, 7s to 9s.			
do do coupon.				do do 17th M.				do do 18th Mortgage.				do 6s, 7s to 9s.			
do do 1879.				do do 18th M.				do do 19th Mortgage.				do 6s, 7s to 9s.			
do War Loan.				do do 19th M.				do do 20th Mortgage.				do 6s, 7s to 9s.			
Indiana 6s, War Loan.				do do 20th M.				do do 21st Mortgage.				do 6s, 7s to 9s.			
do do.				do do 21st M.				do do 22nd Mortgage.				do 6s, 7s to 9s.			
Michigan 6s, 1873.				do do 22nd M.				do do 23rd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1883.				do do 23rd M.				do do 24th Mortgage.				do 6s, 7s to 9s.			
do 7s, 1873.				do do 24th M.				do do 25th Mortgage.				do 6s, 7s to 9s.			
New York 7s, Bounties.				do do 25th M.				do do 26th Mortgage.				do 6s, 7s to 9s.			
do 7s, do cou.				do do 26th M.				do do 27th Mortgage.				do 6s, 7s to 9s.			
do Canal, 1872.				do do 27th M.				do do 28th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1872.				do do 28th M.				do do 29th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1874.				do do 29th M.				do do 30th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1877.				do do 30th M.				do do 31st Mortgage.				do 6s, 7s to 9s.			
do 6s, 1878.				do do 31st M.				do do 32nd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1879.				do do 32nd M.				do do 33rd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1880.				do do 33rd M.				do do 34th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1881.				do do 34th M.				do do 35th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1882.				do do 35th M.				do do 36th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1883.				do do 36th M.				do do 37th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1884.				do do 37th M.				do do 38th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1885.				do do 38th M.				do do 39th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1886.				do do 39th M.				do do 40th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1887.				do do 40th M.				do do 41st Mortgage.				do 6s, 7s to 9s.			
do 6s, 1888.				do do 41st M.				do do 42nd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1889.				do do 42nd M.				do do 43rd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1890.				do do 43rd M.				do do 44th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1891.				do do 44th M.				do do 45th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1892.				do do 45th M.				do do 46th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1893.				do do 46th M.				do do 47th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1894.				do do 47th M.				do do 48th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1895.				do do 48th M.				do do 49th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1896.				do do 49th M.				do do 50th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1897.				do do 50th M.				do do 51st Mortgage.				do 6s, 7s to 9s.			
do 6s, 1898.				do do 51st M.				do do 52nd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1899.				do do 52nd M.				do do 53rd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1900.				do do 53rd M.				do do 54th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1901.				do do 54th M.				do do 55th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1902.				do do 55th M.				do do 56th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1903.				do do 56th M.				do do 57th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1904.				do do 57th M.				do do 58th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1905.				do do 58th M.				do do 59th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1906.				do do 59th M.				do do 60th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1907.				do do 60th M.				do do 61st Mortgage.				do 6s, 7s to 9s.			
do 6s, 1908.				do do 61st M.				do do 62nd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1909.				do do 62nd M.				do do 63rd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1910.				do do 63rd M.				do do 64th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1911.				do do 64th M.				do do 65th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1912.				do do 65th M.				do do 66th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1913.				do do 66th M.				do do 67th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1914.				do do 67th M.				do do 68th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1915.				do do 68th M.				do do 69th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1916.				do do 69th M.				do do 70th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1917.				do do 70th M.				do do 71st Mortgage.				do 6s, 7s to 9s.			
do 6s, 1918.				do do 71st M.				do do 72nd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1919.				do do 72nd M.				do do 73rd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1920.				do do 73rd M.				do do 74th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1921.				do do 74th M.				do do 75th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1922.				do do 75th M.				do do 76th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1923.				do do 76th M.				do do 77th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1924.				do do 77th M.				do do 78th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1925.				do do 78th M.				do do 79th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1926.				do do 79th M.				do do 80th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1927.				do do 80th M.				do do 81st Mortgage.				do 6s, 7s to 9s.			
do 6s, 1928.				do do 81st M.				do do 82nd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1929.				do do 82nd M.				do do 83rd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1930.				do do 83rd M.				do do 84th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1931.				do do 84th M.				do do 85th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1932.				do do 85th M.				do do 86th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1933.				do do 86th M.				do do 87th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1934.				do do 87th M.				do do 88th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1935.				do do 88th M.				do do 89th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1936.				do do 89th M.				do do 90th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1937.				do do 90th M.				do do 91st Mortgage.				do 6s, 7s to 9s.			
do 6s, 1938.				do do 91st M.				do do 92nd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1939.				do do 92nd M.				do do 93rd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1940.				do do 93rd M.				do do 94th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1941.				do do 94th M.				do do 95th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1942.				do do 95th M.				do do 96th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1943.				do do 96th M.				do do 97th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1944.				do do 97th M.				do do 98th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1945.				do do 98th M.				do do 99th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1946.				do do 99th M.				do do 100th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1947.				do do 100th M.				do do 101st Mortgage.				do 6s, 7s to 9s.			
do 6s, 1948.				do do 101st M.				do do 102nd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1949.				do do 102nd M.				do do 103rd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1950.				do do 103rd M.				do do 104th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1951.				do do 104th M.				do do 105th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1952.				do do 105th M.				do do 106th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1953.				do do 106th M.				do do 107th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1954.				do do 107th M.				do do 108th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1955.				do do 108th M.				do do 109th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1956.				do do 109th M.				do do 110th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1957.				do do 110th M.				do do 111th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1958.				do do 111th M.				do do 112th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1959.				do do 112th M.				do do 113th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1960.				do do 113th M.				do do 114th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1961.				do do 114th M.				do do 115th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1962.				do do 115th M.				do do 116th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1963.				do do 116th M.				do do 117th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1964.				do do 117th M.				do do 118th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1965.				do do 118th M.				do do 119th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1966.				do do 119th M.				do do 120th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1967.				do do 120th M.				do do 121st Mortgage.				do 6s, 7s to 9s.			
do 6s, 1968.				do do 121st M.				do do 122nd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1969.				do do 122nd M.				do do 123rd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1970.				do do 123rd M.				do do 124th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1971.				do do 124th M.				do do 125th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1972.				do do 125th M.				do do 126th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1973.				do do 126th M.				do do 127th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1974.				do do 127th M.				do do 128th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1975.				do do 128th M.				do do 129th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1976.				do do 129th M.				do do 130th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1977.				do do 130th M.				do do 131st Mortgage.				do 6s, 7s to 9s.			
do 6s, 1978.				do do 131st M.				do do 132nd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1979.				do do 132nd M.				do do 133rd Mortgage.				do 6s, 7s to 9s.			
do 6s, 1980.				do do 133rd M.				do do 134th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1981.				do do 134th M.				do do 135th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1982.				do do 135th M.				do do 136th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1983.				do do 136th M.				do do 137th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1984.				do do 137th M.				do do 138th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1985.				do do 138th M.				do do 139th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1986.				do do 139th M.				do do 140th Mortgage.				do 6s, 7s to 9s.			
do 6s, 1987.				do do 140th M.</											

The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES.

1. **Prices of the Active Stocks and Bonds are given in the "Bankers' Gazette" and;** quotations of other securities will be found on the preceding page.

2. **Bank and Insurance Stocks, Mining, Petroleum, City Railroad and Gas Stocks, and Southern Securities** of those kinds which are least active, are all quoted either regularly or occasionally at the end of "Bankers' Gazette," on a previous page.

3. **The Table of Railroad, Canal and Other Stocks,** on another page, comprises all Companies of which the stock is sold in any of the principal cities (except merely local corporations). The figures just after the name of the company indicate the No. of the CHRONICLE in which a report of the Company was last published. A star (*) indicates *leased roads*; in the dividend column *x=extra; s=stock or scrip*.

4. **The Tables of Railroad, Canal and Other Bonds** occupy in all, four pages, two of which will be published in each number. In these pages the bonds of Companies which have been consolidated are frequently given under the name of Consolidated Corporation. The date given in brackets immediately after the name of each Company, indicates the time at which the statement of its finances was made. In the "Interest Column" the abbreviations are as follows: J. & J.—January and July; F. & A.—February and August; M. & S.—March and September; A. & O.—April and October; M. & N.—May and November; J. & D.—June and December. Q.—Quarterly, beginning with January; Q.—F.—Quarterly, beginning with February. Q.—M.—Quarterly, beginning with March.

5. **The Table of State Securities** will be published monthly, on the last Saturday of the month.

6. **The Table of City Bonds** will be published on the third Saturday of each month. The abbreviations used in this table are the same as those in the tables of railroad bonds mentioned above. The Sinking Fund or assets held by each city are given on the same line with the name.

Delaware and Hudson Canal Company, Rensselaer and Saratoga Railroad, and Albany and Susquehanna Railroad.—At the annual meeting of the stockholders of this Company, held May 9, 1871, the following gentlemen were elected managers for the ensuing year: Charles N. Talbot, Edward J. Woolsey, George Talbot Olyphant, Abiel A. Low, Robert Lenox Kennedy, James M. Halsted, Le Grand B. Cannon, James R. Taylor, Thomas Dickson, John Jacob Astor, Thomas Cornell, William J. Hoppin, Isaac N. Seymour, Thomas Dickson, Esq., was re-elected President for the ensuing year.

The New York Times says: The Delaware and Hudson Canal Company, on the 18th inst., concluded a perpetual lease of the Rensselaer and Saratoga Railroad from Albany and Troy to Lake Champlain and Rutland, Vt., including the old Schenectady and Saratoga branch from Schenectady to Ballston. The whole mileage of road, without sidings and turnouts, is 181 miles, and the conditions of the lease are seven per cent on the capital of \$6,000,000 the first year and eight per cent thereafter, and the interest charges on the debt of \$203,816 per annum. The arrangement affords the Delaware and Hudson a complete or continuous connection by rail from their mines via the Albany and Susquehanna Road, already under lease, to Lake Champlain and the North.

In regard to the Albany and Susquehanna Railroad, formerly leased to the Delaware and Hudson Canal Company, it will be remembered that a very fierce contest for the control of the railroad company was inaugurated some eighteen months ago between Mr. Fisk and Mr. Ramsey; that each party claimed to have elected their Board of Directors, and that various suits were thereupon commenced. The main suit was tried in the Special Term, and judgment given against the Fisk party. An appeal was taken, and the General Term have given a decision affirming the judgment, and directing that further prosecution of all suits be discontinued, the Ramsey directors to have immediate possession, and costs to be paid by the Fisk party.

Erie Railway Stock.—The Times of to-day has the following: The Erie movement ran up to 34 per cent, and new theories of the source of the rise multiply as the price goes up, and the apparent "mystery" contributes in no inconsiderable measure to the anxiety of the speculators to take "a turn" in this new wheel of fortune. The Pennsylvania Central people and the Michigan Central are credited to-day, in common with the Vanderbilt roads, with making court to a great property which it is supposed Gould and Fisk will soon voluntarily abandon for a consideration, or be ousted by decree of the Federal Court when the main issue of the Heath and Raphael suit becomes before Judge Blatchford. It was authoritatively announced at the Stock Exchange this forenoon that the 30,000 new shares, notified 30 days ago for registration at the Farmers' Loan on the 19th would not be issued. The present registration of \$75,000,000 is now overdrawn by 30,000 shares, so that the Heath and Raphael, or Coleman Receiver stock, 60,000 shares, cannot all be registered unless a corresponding amount of other stock is withdrawn by purchase, which will probably be done.

The Hudson River and Harlem Connection.—The new cross-cut line, connecting the Hudson River Railroad at Spuyten Duyvil with the Harlem Railroad at Mott Haven, is nearly completed. The building of this road has been attended with comparatively little difficulty, with the exception of a heavy cut through the Hill near the Mott Haven terminus. The cutting is through hard gneiss and blue rock, 40 feet deep by 20 wide. The road will be ready in June, when all the Hudson River passenger trains will run over it.

Taxes on Dividends, &c., in 1870.—The Attorney General (whose opinion was asked by the Secretary of the Treasury) pronounces that the statute of 1870 does not remit, as the Commissioner of Internal Revenue assumed that it did, taxes on dividends and interest falling due in the last five months of 1870, commencing August 1st.

United Companies of New Jersey.—The following dispatch from Philadelphia, May 18, gives the latest information in regard

to the probable leasing of these Companies to the Pennsylvania Railroad. It is stated that the question to be submitted to-morrow at a meeting in Trenton, will be not whether the lease will be submitted to a vote of the stockholders, for that seems to be conceded; but whether it shall be submitted with or without a recommendation from the united boards that it be accepted. Either way it is expected that the lease will be at the earliest practicable moment submitted to vote of the stockholders; two-thirds of the entire capital stock of the company in its favor being required to make the lease effective.

The Reading Railroad, which made an offer on the day of the annual meeting of the joint companies to lease the Delaware and Raritan canal and a conditional offer to take the united works, having made an arrangement with the President of the Pennsylvania Railroad Company for the use of the canal should the lease be perfected, withdraws its offer and is no longer a competitor for either of the united works. This fact will be made known officially at a meeting of the directors to-morrow, and thence be promulgated to the stockholders and the public.

The lines of the Companies, owned or leased, traverse 17 of the 21 counties of New Jersey.

THE CAPITAL IS:

Stock	\$18,990,677
Funded debt of the several Companies	12,430,050
Funded debt of the United Companies	8,543,898

Total.....\$35,945,620

This capital is represented in property as follows:

Cost of Camden and Amboy road, including branches, steam-boats, other equipments, real estate, &c.	\$12,527,160 41
Cost of Delaware and Raritan Canal and appurtenances	4,753,353 53
Cost of New Jersey Railroad, equipments, property, &c.	8,955,998 76
Real estate and capital payments of the United Companies	642,112 36

INVESTMENTS IN AND ADVANCES TO AUXILIARY WORKS.

Stocks	\$4,555,905 00
Bonds and mortgages	\$36,750 00
Advances	2,064,728 58
Sent to England for extinguishment of English debt	70,708 17
Sinking fund for extinguishment of sterling loan	87,752 04
Unappropriated materials on hand	447,880 30
Cash in hand of Treasurers	831,285 26

Total.....\$35,945,620 41

It will be seen that the Companies hold \$8,500,000 of stocks, bonds, cash, &c., beyond the cost of their railways and canal. The traffic of the Companies last year was:

RECEIPTS.	
Passengers	\$2,805,558 37
Freights	2,656,121 18
Mails	37,502 15
Miscellaneous	70,172 73
Total	\$7,569,340 78

EXPENSES.	
Operating roads	\$3,947,011 87
Operating canal	304,349 50
Total	\$4,251,361 37
Net receipts	\$3,317,979 41
Interest	836,874 92
Transit duty and taxes	387,903 50
Premium and discount	70,441 97
Sinking fund N. J. R. R. and Trans. Co	20,000 00
General expenses	171,367 91

Total.....\$1,496,488 30
Profit and loss carried to surplus earnings.....1,224,566 88

Lake Shore and Michigan Southern Railroad.—The Chicago Railway Review has the following from the annual report of the above company: "The organization of the company is a consolidation of several, forming a continuous line of railway from Buffalo to Chicago, 540 miles in length. The company owns and controls branches as follows: Elyria to Sandusky, 35 miles; Oak Harbor to Millbury, 15; Toledo to Elkhart, Ind., 133; Adrian to Jackson, Mich., 46; and Adrian to Monroe, Mich., 84 miles. The following roads are under separate organizations, but their capital stock is owned wholly by this company: Detroit, Monroe and Toledo, 65 miles, and the Kalamazoo and White Pigeon, 37 miles. The Jamestown and Franklin Road, 51 miles, is operated by the company under a lease. It is contemplated at an early day to construct this line from Jamestown to Ashtabula. The Kalamazoo, Allegan and Grand Rapids Road, 58 miles, is also operated under a lease, making in all 1,014 miles owned and leased by the company. The company has 34 miles of double track, mainly between Erie and Cleveland, and 233 miles of single track. During the past year 25 new engines and 601 cars have been added to the equipment of the road, at a cost of \$654,309 45. The present equipment consists of 299 engines, 274 passenger and 6,077 freight cars. The authorized capital stock is \$50,000,000, of which sum \$35,000,000 has been issued to the stockholders of the various company's entering into the consolidation, leaving \$15,000,000 which can be issued only by authority of a previous vote of the stockholders. The bonded debt of the company amounts to \$22,283,000, the annual charge for interest on which is \$1,561,810, the rate being 7 per cent on all except \$200,000, which is 8 per cent. Of this debt 19 classes of bonds are secured by mortgages on distinct portions of the road. The earnings for 1870 were:

From freight	\$5,658,661 61
From passengers	4,153,512 11
From all other sources	645,266 94

Total.....\$10,457,440 66
Operating expenses, including taxes—62 1-2 per cent.....8,308,821 09

Net earnings	5,088,719 73
Interest on bonded debt and guaranteed stock, leases, &c.	1,777,202 42
Dividends—two of 4 per cent each	2,752,360 00

Total.....\$4,559,257 31
Surplus for the year.....569,157 36

The earnings of the road for the first four months of the year in 1871 show an increase of \$393,000 over the corresponding period of last year.

Annual Report of Georgia Railroad.—The receipts for road earnings have increased over the previous year the sum of \$148,069 02; and the net profits—after deducting all payments on account of road, ordinary and extraordinary—have increased \$39,268 68. The gross earnings of the road have been:

From passenger receipts.....	\$395,153 65
From freight receipts.....	1,082,119 71
From mail receipts.....	22,825 21—\$1,509,098 57
The operating expenses for the same time have been:	
For conducting transportation.....	\$228,905 41
For motive power.....	273,704 77
For maintenance of way.....	276,009 14
For maintenance of cars.....	53,989 95—\$832,559 27

Earnings over and above ordinary expenses.....	\$637,539 30
Out of which have been paid:	
For new depots.....	\$12,023 16
For new locomotive engines.....	48,857 67
For new cars.....	105,232 70
For old locomotive engines rebuilt.....	23,567 42
For new tools and stationary engines.....	4,695 35
For Government tax on gross receipts.....	4,737 79
For new culverts.....	1,355 92—\$305,440 01

Net income.....	\$462,099 29
Balance to reserved fund.....	\$127,064 72

The gross earnings of the road have been very satisfactory, but it will be seen that the expenditure has been very heavy. It will be noticed that the earnings of the banking department have been small, and somewhat less than the receipts for the previous year. This resulted from the fact that our cash capital, previously small, was mostly absorbed in some extra outlays and investments, by which interest and discount account were of course reduced. As an auxiliary to our other business, the means of advancing to merchants and business men are very desirable, and, as one means of supplying this want, the Board proposed an increase of capital to an extent not exceeding \$5,000,000, and obtained permission of the Legislature for that purpose. Subscriptions were obtained to the amount of \$44,800, and the subscription suspended until the sense of the stockholders could be had on this mode of increasing the resources of the company. The sense of the Convention is respectfully asked on this subject. The very heavy outlays necessary for improvement of property and to secure our Southwestern connections, as explained in our last annual report, added to the inducements to increase cash resources in some form. This could only be done by increased subscriptions to capital, by an increase of bonded debt, or by sale of securities. These resources have all been partially resorted to, and by reference to the state of the company now exhibited and compared with that of last year you will find

Capital stock increased.....	\$44,800
Bond account increased.....	65,500
Stocks and bonds of other companies reduced.....	13,000
Total.....	\$133,300

Cincinnati, Hamilton & Dayton Railroad.—The stockholders of the C. H. & D. R.R. met in annual session on the 9th inst. Daniel McLaren, the president of the company, submitted his annual report, from which we abstract the following interesting items:

Gross earnings of the company.....	\$1,270,621 98
Transportation expenses.....	627,295 93
Leaving for interest on bonds, taxes and dividends.....	\$643,326 05

The operating expenses have been 49 36-100 per cent of the gross earnings.

Earnings per mile.....	\$21,177 08
Number of passengers carried.....	753,787
Tons of freight moved in narrow gauge cars.....	486,030

The net earning have been 12 68-100 per cent, out of which two cash dividends have been paid to the stockholders, of 4 per cent each, free from Government tax.—*Railroad Record.*

The Chesapeake and Ohio Railroad.—Messrs. Fisk & Hatch, financial agents of this Company, have recently, by direction of the Company, advanced the price of its first mortgage bonds, which they are negotiating from 90 to 91, in consequence of the improved investment demand; they give the following account of the progress in the extension and improvement of the road:

Since the first mortgage six per cent loan of the Company for \$15,000,000, now in process of negotiation, for the purpose of extending the road to the Ohio River, as a great East and West Trunk line, was first placed upon the market, over \$7,000,000 have been sold. The proceeds from the sales of the bonds have kept the Company amply supplied with means for vigorously pushing forward the work on the extension of the road between the White Sulphur Springs (the present Western terminus, to which the road is completed and in operation, 227 miles from Richmond), and the final western terminus on the Ohio River, and have been economically and judiciously applied to that purpose. The rapidity with which the bonds are now being taken, in exchange for five-twenties and for new investments, insures the early sale of the remaining balance of the loan, which will yield an amount sufficient for the completion of the work. For various reasons it was deemed important by the directors that the western end of the road, from the Ohio River to the vicinity of the Falls of the Kanawha, a distance of about 90 miles, should be completed at the earliest day possible, and consequently a large proportion of the labor and resources at their command have been directed, during the past year, to that end. Between 5,000 and 6,000 men have been constantly employed upon the work, which has rapidly progressed toward completion, and it is expected that this division of the road will be put in operation during the coming summer. In the meantime the work on the intermediate section, between the Falls of the Kanawha and White Sulphur Springs, is all under contract and being carried forward, so as to be ready as soon as the tunnel at the Big Bend of the Greenbrier can be opened. This tunnel is being rapidly excavated, and the entire extension will be completed and the road put in operation as a continuous through line from the tide waters of the Chesapeake Bay to the Ohio River, and prepared to receive the extensive through business which awaits it, within a little more than a year from this date. During the past year the completed portion of the road now in operation from Richmond to the White Sulphur Springs, 227 miles, has been thoroughly improved. About 18 miles of the iron has been replaced with new rails of the best quality, and important additions to the equipment have been made in new locomotives, cars, &c. The earnings of this portion, as a local road, without through connections, have been very satisfactory, reaching nearly \$800,000 for the past year. The certainty of the early completion of the road to the Ohio River has also stimulated a great activity in preparations for the development of the mineral and agricultural resources along its line.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Central Pacific			Chicago and Alton.			Chicago & Northwestern.			Chic. Rock Is. and Pacific.			Clev. Col. Cin. & I.					
1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.		
(742 m.)	(890 m.)	(431 m.)	(431 m.)	(465 m.)	(465 m.)	(1,157 m.)	(1,157 m.)	(1,157 m.)	(1,157 m.)	(1,157 m.)	(530 m.)	(530 m.)	(530 m.)	(390 m.)	(390 m.)		
\$413,104	\$524,480	\$343,181	\$381,108	\$343,555	Jan.....	\$1,592,092	\$706,024	.....	\$351,767	\$401,275	\$387,172	\$301,500	\$770,149	.....	.....
394,176	481,085	315,098	316,036	340,301	Feb.....	830,286	753,782	.....	319,441	449,654	361,871	226,897	268,788	.....	.....
488,331	578,870	388,726	342,896	372,618	Mar.....	1,142,165	836,359	.....	645,789	500,393	.....	344,161	313,198	.....	.....
633,758	756,250	328,390	348,039	398,654	Apr.....	1,112,190	929,077	.....	388,385	443,300	.....	346,046	282,399	.....	.....
768,719	.....	345,832	408,655	.....	May.....	1,268,414	1,177,897	.....	449,932	507,900	.....	360,169	.....	.....	.....
728,274	.....	402,854	408,658	.....	June.....	1,251,956	1,154,529	.....	523,841	529,512	.....	374,021	.....	.....	.....
783,099	.....	351,044	418,709	.....	July.....	1,157,056	1,080,946	.....	455,606	462,400	.....	349,358	.....	.....	.....
807,815	.....	403,291	406,680	.....	Aug.....	1,037,973	1,246,213	.....	632,632	556,100	.....	319,013	.....	.....	.....
777,183	.....	506,623	407,519	.....	Sept.....	1,275,171	1,371,771	.....	736,664	597,000	.....	317,887	.....	.....	.....
828,447	.....	468,212	475,608	.....	Oct.....	1,371,780	1,371,780	.....	584,155	638,122	.....	332,320	.....	.....	.....
746,800	.....	397,515	441,197	.....	Nov.....	1,140,145	1,037,963	.....	479,236	478,370	.....	319,573	.....	.....	.....
612,805	.....	340,350	404,263	.....	Dec.....	845,708	.....	.....	393,468	463,032	.....	224,156	.....	.....	.....
7,983,513	.....	4,681,562	4,849,404	.....	Year.....	13,355,461	.....	.....	5,960,936	.....	.....	3,280,420	.....	.....	.....
.....																	
Illino. Central.			Marietta and Cincinnati.			Michigan Central.			Milwaukee & St. Paul.			North Missouri.					
1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.		
(562 m.)	(974 m.)	(1109 m.)	(251 m.)	(251 m.)	(251 m.)	(284 m.)	(284 m.)	(284 m.)	(284 m.)	(284 m.)	(284 m.)	(1,040 m.)	(1,040 m.)	(1,040 m.)	(1,040 m.)		
\$593,137	\$628,383	639,540	\$39,541	\$90,177	13,883	Jan.....	\$384,119	\$337,992	418,755	\$454,130	\$306,171	\$360,700	\$213,021	\$158,388	.....	
524,693	661,788	565,415	90,298	98,275	136,224	Feb.....	330,636	329,127	442,665	330,233	322,822	327,431	196,307	.....	.....
709,644	601,326	606,845	104,585	101,379	140,740	Mar.....	386,527	380,430	441,685	420,774	377,000	377,571	238,161	.....	.....
568,282	555,087	588,661	106,656	106,246	118,173	Apr.....	411,814	412,030	470,703	460,287	443,133	423,884	269,400	.....	.....
640,974	684,537	.....	109,753	110,213	.....	May.....	403,646	406,283	.....	630,844	430,700	.....	393,000	.....	.....
778,380	712,616	.....	117,695	111,117	.....	June.....	366,623	363,187	.....	678,800	755,737	.....	308,493	.....	.....
606,298	627,215	.....	116,198	111,127	.....	July.....	329,950	326,891	.....	586,342	636,434	.....	299,000	.....	.....
841,363	809,051	.....	129,095	118,407	.....	Aug.....	353,569	378,880	.....	525,363	661,026	.....	324,000	.....	.....
979,400	901,235	.....	142,014	132,098	.....	Sept.....	473,546	467,990	.....	724,514	808,318	.....	334,962	.....	.....
914,406	903,225	.....	135,376	153,531	.....	Oct.....	490,772	511,477	.....	1,039,811	908,313	.....	266,836	.....	.....
814,415	811,707	.....	129,306	144,023	.....	Nov.....	448,419	453,873	.....	801,168	791,014	.....	266,836	.....	.....
693,677	807,750	.....	110,837	141,376	.....	Dec.....	374,542	433,735	.....	496,530	529,758	.....	224,156	.....	.....
4,832,432	8,678,958	.....	1,391,345	1,418,865	.....	Year.....	4,749,163	4,791,895	.....	7,250,668	8,130,427	.....	2,832,429	.....	.....
.....																	
Ohio & Mississippi.			Pacific of Mo.			Iron Mt.			St. L. Alton & T. Haute.			Toledo, Wab. & Western.			Union Pacific.		
1870.	1871.	1870.	1870.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	
(316 m.)	(390 m.)	(205 m.)	(205 m.)	(210 m.)	(210 m.)	(282 m.)	(282 m.)	(282 m.)	(282 m.)	(282 m.)	(282 m.)	(282 m.)	(282 m.)	(282 m.)	(1038 m.)	(1038 m.)	
\$196,237	\$43,981	\$202,447	118,735	\$92,181	\$136,218	Jan.....	\$132,632	\$132,392	\$132,392	\$132,392	\$132,392	\$132,392	\$132,392	\$132,392	\$132,392	\$132,392	
218,324	258,554	207,867	230,341	95,665	123,372	Feb.....	127,817	158,788	240,394	298,645	328,791	340,139	373,924	
253,063	284,509	205,566	219,964	102,583	144,637	Mar.....	175,950	173,216	342,704	396,298	395,455	338,228	404,899	
470,933	243,650	270,543	285,416	101,905	139,530	Apr.....	171,868	172,347	311,832	318,699	444,210	682,970	564,540	
346,366	292,096	115,175	May.....	157,397	155,081	312,529	340,829	882,380	
349,367	2,9483	116,343	June.....	154,132	150,719	348,800	348,632	746,430	
211,210	279,469	107,534	July.....	144,164	312,529	348,632	643,438	
630,971	294,084	124,000	Aug.....	186,898	167,305	430,246	406,431	604,000	
318,967	337,649	184,124	Sept.....	300,305	175,453	470,730	508,042	708,345	
335,187	249,001	197,009	Oct.....	423,546	423,546	432,363	432,363	614,000	
314,004	331,400	191,791	Nov.....	190,351	159,009	393,378	423,697	571,379	
300,471	287,825	119,073	Dec.....	168,559	127,794	434,383	386,264	452,838	
38,117	8,518,468	1,348,639	Year.....	2,014,549	4,250,349	4,496,499	7,522,113	

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

COMPANIES.			Stock Out- stand- ing.	DIVIDEND.			COMPANIES.			Stock Out- stand- ing.	DIVIDEND.						
For a full explanation of this table, see <i>Railway Monitor</i> , on the preceding page.				Periods.	Last paid.	Rate.	For a full explanation of this table, see <i>Railway Monitor</i> , on the preceding page.				Periods.	Last paid.	Rate.				
Railroads.						Miscellaneous.						N. Y. & BROOKLYN CITY PASSENGER RAILROADS					
Albany & Susquehanna	100	3,835,000	First div.	July, '71	.....	Old Colony & Newport, Jan. 21, 1871	100	4,989,020	Jan. & July.	Dec., '70	3	Bleecker street and Fulton Ferry	100	900,000	.....	
Allegheny Valley, No. 351	50	2,350,000	Jan. & July.	.....	.....	Orange, Alexan. & Manass.	100	2,488,757	Jan. & July.	Dec., '70	3	Broadway (Brooklyn)	100	200,000	.....	
Atlantic and Gulf	100	3,691,200	.....	.....	.....	Oswego and Syracuse, No. 252	50	482,400	Feb. & Aug.	Feb., '71	4	Broadway and Seventh Avenue	100	2,100,000	.....	
Atlan. & St. Lawrence, No. 225	100	2,494,900	Mar. & Sep.	Mar., '71	4	Pacific (of Missouri) April 22, 1871	100	3,822,800	Jan. & July.	Dec., '70	3	Brooklyn City	100	2,100,000	.....	
Atlanta and West Point, No. 279	100	1,232,200	Jan. & July.	Jan., '71	4	Panama, No. 273	100	7,000,000	Jan. & July.	Dec., '70	3	Brooklyn City and Newtown	100	400,000	.....	
Augusta and Savannah	100	735,700	June & Dec.	Dec., '70	3 1/2	Pennsylvania Mar. 11, 1871	50	6,004,200	Jan. & July.	Dec., '70	3	Brooklyn, Prospect Park & Flatb.	100	254,600	.....	
Baltimore and Ohio, April 8, 1871	100	16,550,382	April & Oct.	Apr., '71	5	Philad. and Erie, Mar. 11, 1871	50	38,493,812	Jan. & Nov.	May, '70	3	Brooklyn and Coney Island Beach	100	144,900	.....	
Baltimore and Washington	100	1,650,000	April & Oct.	Apr., '71	5	Philad. & Trenton, No. 255	100	80,401,600	Jan. & July.	Jan., '71	4	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Parkersburg Branch	50	7,239,533	.....	.....	.....	Phila. Ger. & Norris, No. 255	50	1,099,120	Feb. & Aug.	Feb., '71	4	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Berkshire, Jan. 21, 1871	100	500,000	Quarterly.	Apr., '71	1 1/2	Philadel. Wilming. & Baltimore	50	9,520,580	Quarterly.	Jan., '71	5	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Boston and Albany, Jan. 21, 1871	100	19,150,800	Jan. & July.	May, '71	3	Pittsb. & Connellyville, No. 325	50	1,739,226	Jan. & July.	Dec., '70	4	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Bost. Con. & Mont. No. 273	100	800,000	May & Nov.	May, '71	3	Pittsb. Cin. & St. L., Mar. 4, 1871	50	2,425,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Boston, Hartford & Erie, No. 247	100	25,000,000	.....	.....	.....	do do do pref. 50	50	3,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Boston and Lowell, Jan. 21, 1871	100	2,215,000	Jan. & July.	Dec., '70	5	do do do pref. 100	100	19,714,285	Quarterly.	Apr., '71	1 1/2	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Boston and Maine, Jan. 21, 1871	100	4,550,000	Jan. & July.	Dec., '70	5	Portland & Kennebec, No. 253	100	616,700	Jan. & July.	Apr., '71	1 1/2	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Boston and Providence, Jan. 21, 1871	100	3,700,000	Jan. & July.	Dec., '70	5	do do do pref. 100	100	232,400	Jan. & July.	Apr., '71	1 1/2	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Buffalo, New York & Erie	100	350,000	June & Dec.	Dec., '70	3 1/2	Portland, Saco & Ports, No. 276	100	1,500,000	June & Dec.	Apr., '71	1 1/2	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Burlington and Missouri River	100	1,254,405	.....	.....	.....	Providence & Saratoga, Jan. 21, 1871	100	2,000,000	Jan. & Dec.	Apr., '71	1 1/2	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
do do do pref. 100	100	383,400	.....	.....	.....	Rensselaer & Saratoga, No. 252	100	6,000,000	Jan. & July.	Jan., '71	3	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Camden and Amboy, No. 250	100	5,000,000	Feb. & Aug.	Feb., '71	10 1/2	Richmond and Danville, No. 235	100	4,000,000	Apr. 1st	Apr., '71	3 1/2	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
do do scrip. of joint Cos. '69 & '70	100	937,360	.....	.....	.....	Richmond & Petersburg, No. 235	100	847,100	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Camden and Atlantic, No. 251	100	577,100	.....	.....	.....	Rome, Water, & Ogd., Mar. 18, 1871	100	3,000,000	Jan. & July.	Dec., '70	5	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
do do do preferred 50	50	731,200	.....	.....	.....	Rutland, common	100	2,700,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Cape Cod, Jan. 21, 1871	50	915,577	Jan. & July.	Dec., '70	5	do preferred 100	100	2,800,000	Feb. & Aug.	Feb., '71	3 1/2	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Catawissa, No. 253	50	1,159,500	.....	.....	.....	St. Louis, Alton & Terre Haute	100	2,300,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
do do preferred 50	50	2,200,000	May & Nov.	May, '71	3 1/2	do do do pref. 100	100	2,400,000	Annually.	May, '68	3	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Cedar Rapids and Missouri	100	6,350,400	Feb. & Aug.	Feb., '71	3 1/2	St. Louis & Iron Mountain	100	2,400,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Cent. Georgia & Bank, No. 348	100	769,620	June & Dec.	Dec., '70	3 1/2	St. Louis, Jackson & Chicago	100	2,623,750	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Central of New Jersey, No. 230	100	15,000,000	Jan. & July.	Dec., '70	4 & s.	Sansky, Mackay & Newark	100	910,350	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Central Ohio	50	2,425,000	June & Dec.	Dec., '70	3	Schuykill Valley, No. 255	100	576,000	Jan. & July.	Jan., '71	3 1/2 (g'd)	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
do do preferred 50	50	400,000	.....	.....	.....	Shamokin Valley & Pottsville	50	869,450	Feb. & Aug.	Feb., '71	3	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Central Pacific, No. 283	100	18,378,740	.....	.....	.....	Shore Line Railway	100	5,819,275	Quarterly.	Feb., '71	1	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Cheshire, preferred, Col. & Aug. No. 257	100	2,085,925	Jan. & July.	Dec., '70	.....	South Carolina April 15, 1871	50	3,830,900	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Chicago and Alton, Mar. 23, 1871	100	9,925,500	Mar. & Sept.	Mar., '71	5	South Side (P. & L.)	100	1,865,600	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
do do do preferred 100	100	2,425,400	Mar. & Sept.	Mar., '71	5	South West Georgia, No. 230	100	1,985,825	Feb. & Aug.	Feb., '71	4	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Chic. & Burlington & Quincy, No. 368	100	17,590,000	Jan. & July.	Dec., '70	5	Syracuse, Bingham & N. Y., No. 232	100	1,988,150	January	Jan., '71	4	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Chicago, Iowa & Nebraska	100	3,916,200	Jan. & July.	Dec., '70	5	Terre Haute and Indianapolis	50	3,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Chicago and Northwest, No. 278	100	14,676,629	June & Dec.	Dec., '70	5	do do do E. D. 1st pref. 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
do do do pref. 100	100	20,570,289	Jan. & July.	Apr., '71	4	do do do W. D. 2d pref. 100	100	14,700,000	May & Nov.	May, '70	3 1/2	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Cin. Hamilton & Dayton, No. 263	100	3,500,000	April & Oct.	Apr., '71	4	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Cin. Richm. & Chicago, No. 263	50	382,600	.....	.....	.....	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Cin. Sand. & Clev., No. 278	50	2,967,300	.....	.....	.....	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
do do do pref. 50	50	428,616	May & Nov.	Nov., '70	8	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Cincinnati & Zanesville, No. 216	50	1,676,345	Feb. & Aug.	Feb., '71	3 1/2	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Clev. Col. & Cin. & Ind. No. 253	100	11,620,000	Feb. & Aug.	Feb., '71	3 1/2	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Cleveland & Mahoning, No. 247	100	2,056,240	May & Nov.	May, '71	3 1/2	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Cleveland and Pittsburgh, Jan. 28, 1871	100	7,432,225	Quarterly.	May, '71	2 1/2	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Cleveland and Toledo, No. 247	100	11,100,000	Quarterly.	May, '71	2 1/2	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Colum. Chic. & In. Cen., No. 247	100	11,100,000	Quarterly.	May, '71	2 1/2	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Columbus and Xenia	50	1,756,800	Quarterly.	Oct., '67	2 1/2	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Concord	100	1,500,000	May & Nov.	Nov., '70	3 1/2	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Concord and Portsmouth	100	850,000	Jan. & July.	Dec., '70	3	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Conn. & Passumpsic, pt. No. 281	100	2,084,200	Feb. & Aug.	Dec., '70	3 1/2	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Connecticut Bay, No. 255	100	7,000,000	Jan. & July.	Dec., '70	3	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Cumberland Valley, No. 235	100	1,816,900	April & Oct.	Apr., '71	4	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Dayton and Michigan, No. 268	50	2,400,000	Jan. & July.	Jan., '71	8	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Delaware	100	1,302,216	Jan. & July.	Jan., '71	8	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Delaware, Lack. & West, No. 255	100	18,958,250	Jan. & July.	Dec., '70	6 1/2	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Detroit and Milwaukee, No. 249	50	452,520	December	Dec., '69	.....	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Dequane and Sioux City	100	2,995,000	Jan. & July.	Dec., '70	3 1/2	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
Eastern (Mass.), Jan. 21, 1871	100	5,000,000	Jan. & July.	Dec., '70	3 1/2	do do do do 100	100	1,000,000	.....	.....	.....	Brooklyn, Flatbush & Coney Island	100	100,000	.....	
East Pennsylvania, No. 255	50	1,309,200	Jan. & July.	Jan., '7													

CITY BOND LIST.

For an explanation of this Table see "Railroad Monitor" previously.

	Amount outstanding	Per Cent	When paid.	Interest.	Principal due.
<i>Alexandria, Va., Sep. '69 (\$918,356)</i>					
60 to 61, registered st'k for RR &c.	782,256	6	J. & J.	Alex.	till '88
62 to 63, registered st'k for RR &c.	135,500	6	J. & J.	Assets.	Aug. '88
Bonds for various purposes	1,355,250	7	J. & J.	Aug.	'72 to '89
Baltimore, Jan. 1, '71 (\$25,964,442)					
8 1/2% due at pleasure after July, 1890	7,207,632	6	Q-J.	Balt.	1890
Water loan	88,913	6	J. & J.	"	1873
Unconsolidated bounty loan	5,000,000	6	"	"	1875
Exempt do	2,211,068	6	"	"	1885
Public Park (Druid Hill)	410,253	6	"	"	1885
Park improvement	555,566	6	"	"	1885
5,000,000 Loan (Balt. & Ohio RR)	1,000,000	6	"	"	1885
1,000,000 Loan	5,000,000	6	"	"	1885
New City Hall	1,000,000	6	"	"	1885
Consolidated loan	891,646	6	"	"	1885
Count House loan	137,414	5	"	"	1885
Loan, Pitts & Connelville RR	12,048,337	6	"	"	1885
Funding loan of 1870	699,900	6	"	"	1885
Endorsements for N. W. Va. RR	738,000	6	J. & J.	"	1885
do do West. Md. RR	500,000	6	J. & J.	"	1885
do do Union RR	500,000	6	J. & J.	"	1885
Bungor, Me. \$2,338,700	117,000	7	"	"	1885
City debt proper	328,700	6	J. & J.	"	1885
1854, Penobscot & Kennebec RR	600,000	6	A. & O.	Bos.	'70 to '85
1859, European & N. American RR	600,000	6	A. & O.	"	1885
1859, Bangor & Piscataqua RR	600,000	6	A. & O.	"	1885
Boston (May, 1870) (\$4,667,350)					
5 1/2% to 6 1/2% various Trust Funds	283,259	6	Varl.	Bos.	dem'd
Mar. 3, '63, Renewal city debt	3,864,500	5 1/2	"	"	'78-'79
6 1/2% to 6 3/4% city purposes	895,500	5	"	"	'71-'72
6 1/2% to 6 3/4% city purposes	411,000	5	"	"	'71-'72
6 1/2% to 6 3/4% city purposes	1,425,000	5	"	"	'71-'72
6 1/2% to 6 3/4% city purposes	2,283,175	6	"	"	'71-'72
6 1/2% to 6 3/4% city purposes	736,000	5 1/2	"	"	dem'd
6 1/2% to 6 3/4% city purposes	588,000	5	"	"	'71-'72
June 28, city notes (new main &c.)	1,849,711	4 1/2	"	"	'71-'72
1863, water loan (Ches. Hill Reso.)	394,000	5	Lon.	"	'71-'72
1868 Boston Highlands	835,000	6	Bos.	"	'71-'72
1868 Sterling loan of 1870 (\$2,500,000)	575,000	6	"	"	dem'd
Brooklyn, Feb. 1871 (\$3,500,000)	4,000,000	5	"	"	'71-'72
City Hall loan '49 & '50	65,000	6	J. & J.	B'k'n	'72-'76
Water loan	55,000	6	J. & J.	"	1873
Debt of Williamsburg loan '55	150,000	6	J. & J.	"	1875
Williamsburg street loan '55	92,000	6	J. & J.	"	1875
Do do local improvement '59 & '61	135,000	6	J. & J.	"	1875
Brooklyn do do	213,000	6	J. & J.	"	1875
Do do Prospect Square loan '61	90,000	6	J. & J.	"	1875
Soldiers aid fund loan '62	532,000	6	J. & J.	"	1875
N. Y. G. & Vol. Fireman's loan '64	2,000,000	6	J. & J.	"	1875
National Guard loan '65	32,000	6	J. & J.	"	1875
Atlantic ave. impr. loan '65	40,000	6	J. & J.	"	1875
Third street do do	167,000	6	J. & J.	"	1875
Gowanus Canal Impr. loan '66	135,000	6	J. & J.	"	1875
Bashwick av. do do	277,000	6	J. & J.	"	1875
Fourth Seventh do do	319,000	6	J. & J.	"	1875
Union street do do	185,000	6	J. & J.	"	1875
Grand street do do	27,000	6	J. & J.	"	1875
Fourth ave. do do	240,000	6	J. & J.	"	1875
Wallabout Bay do do	329,000	6	J. & J.	"	1875
Bedford ave. do do	826,000	6	J. & J.	"	1875
Kent ave. basin do do	278,000	6	J. & J.	"	1875
Vanderbilt ave. improve. crts. '69	125,000	6	J. & J.	"	1875
N. Y. Bridge loan, (tg & cp), '70	1,48,000	6	J. & J.	"	1875
Prospect Pk. (tg & cp), '70	7,723,000	6	J. & J.	"	1875
Water loan, '71 to '71	8,200,000	6	J. & J.	"	1875
Sewerage bonds, continuing	2,000,000	6	J. & J.	"	1875
Assessment fund bonds, continuing	4,070,000	6	J. & J.	"	1875
Central ave. academy, continuing	15,000	6	J. & J.	"	1875
Board of Education certificates, '70	90,000	7	J. & J.	"	1875
Charleston, S. C., Nov. '69 (\$5,197,000)					
City stock	5,135,000	6	Q. J.	Char.	'69-'98
do bonds	51,500	6	J. & J.	"	'69-'98
Chicago, April '70 (\$11,362,750)					
Water loan	1,000,000	6	J. & J.	N. Y.	'74 to '94
Sewerage bonds	2,300,000	6	"	"	'74 to '94
do do	87,000	6	"	"	'74 to '94
River improvement loan	2,538,000	6	"	"	'74 to '94
Municipal and School bonds	1,835,000	6	"	"	'74 to '94
do do	282,000	7	"	"	'74 to '94
S. Park loan (not a bond of '80)	2,984,500	7	"	"	'74 to '94
Cincinnati, March, 1870 (\$5,000,000)					
Funding floating debt, 4 1/2%	100,000	5	A. & O.	"	'74 to '94
Bounties to Volunteers	50,000	6	A. & O.	Cinn.	1871
Eggleston Avenue sewer	32,000	6	J. & J.	"	1876
Loan to Clin. & Hills, RR, '50 & '51	135,000	7 1/2	J. & J.	"	1876
do to Little Miami RR, '54	96,000	6	F. & A.	"	1880
do to Eaton & Ham. RR, '50	139,000	6	J. & J.	"	1881
do to Lexington & Lex. RR, '51	37,000	6	J. & J.	"	1881
do to Ohio & Mississippi RR, '52	568,000	6	J. & J.	"	1881
do to Marietta & Cin. RR, '51	119,000	6	J. & J.	"	1882
Common School purposes, '45	25,000	6	M. & N.	"	1885
Funding floating debt, '35	211,000	5	M. & N.	"	1885
Purchase of wharf property, '55	40,000	5	M. & N.	"	1885
Real estate for Workhouse, '34	16,000	6	M. & S.	"	1885
Orph. Asyl. grounds for Park, '53	34,000	6	M. & S.	"	1886
Erection of a Workhouse, '68	230,000	6	M. & S.	"	1888
Waterwork purposes, '68	150,000	7 1/2	F. & A.	"	1888
Common school purposes, '68	100,000	7 1/2	J. & J.	"	1888
Common school purposes, '68	100,000	7 1/2	J. & J.	"	1889
Purchase of wharf property, '60	99,000	6	J. & J.	"	1888
Orph. Asyl. Grds for Park, '60	211,000	6	M. & N.	"	1890
Ext'n. & Imp. of Waterworks, '47	136,500	6	M. & N.	"	1890
do do	96,000	6	A. & O.	"	1895
Funding floating debt, '47	100,000	6	A. & O.	"	1895
Loan to White Water Canal, '47	146,500	6	M. & N.	"	1895
Erection of a new Hospital, '67	300,000	7 1/2	J. & J.	"	1897
Erection of a new Hospital, '67	250,000	7 1/2	M. & N.	"	1897
Funding floating debt, '53	75,000	6	J. & J.	"	1897
Ext'n. & Imp. of Waterworks, '53	75,000	6	J. & J.	"	1897
Orph. Asyl. Grds for Park, '51	100,000	6	A. & O.	"	1900
Waterwork purposes, '51	100,000	6	M. & S.	"	1900
Sewerage bonds, 1869	70,000	7	M. & S.	"	1884
Gilbert ave. do do	150,000	7 1/2	M. & S.	"	1884
Eggleston ave. sewer	150,000	7 1/2	M. & S.	"	1884
1853 Water Works	115,500	6	J. & J.	Col.	'76 to '93
1853, Rd'g bds. conv. into 7 1/2%	159,000	7	J. & J.	"	1887
56 No. & Girard R.R. loan, coupon	87,500	7	J. & J.	Sav.	'71-'72
56, Funding bonds, coupon	167,300	7	J. & J.	N. Y.	'71 to '82
56, Bonds, various purposes	92,500	7	J. & J.	"	'70 to '89
Water Work bonds guar. by city	250,720	7	Varl.	N. Y.	'71 to '81
City Hall bonds, coupon	526,000	7	J. & D.	"	'81 to '90
Jersey, City, May 1, '69 (\$2,424,650)					
Bounty bonds	682,000	6	Varl.	J. C.	'89 & '90
Water loan bonds	1,418,000	7	A. & O.	"	1884

For an explanation of this Table see "Railroad Monitor" previously.

For an explanation of this Table see "Railroad Monitor" previously.	Amount out- standing	Per Cent	When paid.	Inter- est.	Princi- pal due.
Louisville, Ky., Jan. '71 (\$6,498,500)					
For Jeffersonville RR stock '32	50,000	6	A. & O.	N. Y.	1882
School Houses, '33 & '34	92,000	6	J. & J.	"	1883
Subscrip. to stock, L. & N. R. R. '54	460,000	6	A. & O.	"	1881
Strader's wharf '54	161,000	6	M. & S.	"	1881
Waterworks, '57	646,000	6	M. & N.	"	1884
Bounty fund, '65	282,000	6	M. & N.	"	1887
Various city purposes, '65-'66	128,000	6	Varl.	Loui.	1889
For improvement of streets, '66	75,000	6	Varl.	"	'73 & '85
do do do	132,500	6	Varl.	"	'73 & '93
For school houses '55, '66 & '67	120,000	6	F. & A.	"	1896
Water stock '67	235,000	6	M. & N.	"	1897
Rowan's wharf, '68	500,000	6	J. & J.	"	'83 & '71
Elizabeth and P. R.R., '68	144,000	6	M. & N.	N. Y.	1897
Wharf property, '68	1,000,000	7	A. & O.	N. Y.	1898
Rail bonds, 1868	173,000	6	F. & A.	Loui.	1898
For old liabilities, 1868	150,000	6	A. & O.	"	'73 to '88
School bonds, '69 and '70	129,000	6	J. & D.	"	1898
For old liabilities, 1870	125,000	6	Varl.	"	1888
RR bonds, endorsed by Louisville	296,000	6	F. & A.	"	'72-'86
Yonkers, N. Y., Feb. '71 (\$51,489)	1,538,000	6	Varl.	"	'75 & '81
Bonds city purposes	289,383	6 1/2	J. & J.	"	'82 to '93
Bonds RR, funded interest	242,100	6	J. & J.	"	"
Memphis, Tenn., Apr. '71 (\$3,755,000)					
Various bonds	33,853	8	J. & J.	"	"
Post bonds	75,000	10	"	"	"
Paving bonds	3,175,000	6	J. & J.	N. Y.	'72-'79
Funding bonds	397,000	6	J. & J.	"	'73-'78
Endorsed bonds, M. & N. Rk. R.R.	182,000	6	M. & N.	"	1900
Mobile, Jan. '71 (\$1,912,000)					
City debt ABC (pay. an'ty till '91)	609,500	5	J. & J.	Mobile	1891
Bonds to Mob. & Gt. North RR	236,500	5	J. & J.	"	1886
Bonds to Grand Trunk Railroad	382,000	8	"	"	1885
Wharf bonds	300,000	8	"	"	"
Montgomery, Ala., Sep. '69 (\$518,000)					
Bonds of 1868, N. & S. Ala. RR	500,000	8	J. & J.	N. Y.	1888
Consolidated debt \$650,000 applied	4,365,000	6	J. & J.	"	1892
do do yearly to int	296,000	6	M. & N.	"	1892
Railroad debt	384,000	6	Varl.	"	1892
do do do	345,000	6	J. & J.	"	1874
do do do	2,819,000	6	A. & O.	"	1874
do do do	25,000	6	M. & S.	"	1874
Old corporations	336,000	5	J. & J.	"	1873
Ponchartraine RR of 1854	133,000	5	J. & J.	"	1873
Waterworks Loan of 1869	1,398,400	5	J. & J.	"	1884
One Million of 1869	500,000	10	A. & O.	"	1889
Funding Loan of 1869	3,100,000	7	M. & S.	"	1894
Jefferson City (debt assumed)	304,726	8	Varl.	"	'71-'87
New York, April 1871 (\$40,467,364)					
Croton water stock of '45 and '51	5,147,200	5	O-F	N. Y.	'70 & '82
do do do	900,000	5	O-F	"	1890
do do do	100,000	6	O-F	"	1890
Water stock of '49, '54 and '63	1,800,000	6	O-F	"	1890
do do do	514,700	6	O-F	"	'75 & '75
Croton Reservoir bonds of 1864	1,878,500	6	O-F	"	1873
do do do	370,000	6	O-F	"	1873
New Aqueduct bonds, 1865	280,000	6	O-F	"	1873
B'lding loan st'k, No 3 & No 4, '50-'53	250,000	6	O-F	"	1873
Central Park fund stock '53-'57	399,300	5	O-F	"	'70 & '73
do do do	3,066,071	6	O-F	"	1887
do do do	375,000	6	O-F	"	1887
Cen. Pk. imp. fund stock '57 & '59	2,083,200	6	O-F	"	1888
do do do	2,500,000	6	O-F	"	1887
do do do	725,000	6	O-F	"	1885
Real estate bonds '60 and '63	990,000	6	O-F	"	1885
Floating debt fund stock '61	1,183,437	6	O-F	"	1874
Docks and slips stock '51 and '52	2,478,000	6	O-F	"	1873
Market education stock '53	150,000	5	O-F	"	1878
do do do	75,000	6	M. & N.	"	1878
City Cemetery stock '69	40,000	6	M. & N.	"	1894
Vol. Soldiers F. A. fund bonds '63	75,000	7	M. & N.	"	1897
do do do	1,500,000	5	M. & N.	"	1888
do do do	1,500,000	6	M. & N.	"	'70 to '72
Tax relief bonds 1869	296,500	7	M. & N.	"	'73 to '75
Lunatic Asyl. fund stock 1869	2,767,000	6	M. & N.	"	1879
Dock Bonds, 1870	300,000	7	M. & N.	"	1880
do do do	250,000	7	M. & N.	"	1879
San Antonio, Tex., (2,391,250)					
House stock, No. 1 and 2	2,600,000	6	M. & N.	N. Y.	'70 to '92
rent fund stock	1,240,000	6	M. & N.	"	'70 to '71
City bonds	851,700	6	M. & N.	"	1877
S. bounty Red. bonds	2,000,000	6	M. & N.	"	'73 to '76
City fund bonds	4,000,000	6	M. & N.	"	'80 & '81
City and Red. bonds	946,700	7	M. & N.	"	'80 to '91
City fund bonds, No. 3	745,000	7	M. & N.	"	1881
City and Red. bonds, No. 2	576,600	7	M. & N.	"	'77 & '78
Pages Red. bonds	1,000,000	6	M. & N.	"	1889
do do do	728,400	6	M. & N.	"	1889
do do do	1,000,000	6	M. & N.	"	'77 & '78
City taxes	1,000,000	7	M. & N.	"	1889
San Antonio, Tex., (2,391,250)					
House stock, No. 1 and 2	2,600,000	6	M. & N.	N. Y.	'70 to '92
rent fund stock	1,240,000	6	M. & N.	"	'70 to '71
City bonds	851,700	6	M. & N.	"	1877
S. bounty Red. bonds	2,000,000	6	M. & N.	"	'73 to '76
City fund bonds	4,000,000	6	M. & N.	"	'80 & '81
City and Red. bonds	946,700	7	M. & N.	"	'80 to '91
City fund bonds, No. 3	745,000	7	M. & N.	"	1881
City and Red. bonds, No. 2	576,600	7	M. & N.	"	'77 & '78
Pages Red. bonds	1,000,000	6	M. & N.	"	1889
do do do	728,400	6	M. & N.	"	1889
do do do	1,000,000	6	M. & N.	"	'77 & '78
City taxes	1,000,000	7	M. & N.	"	1889
San Antonio, Tex., (2,391,250)					
House stock, No. 1 and 2	2,600,000	6	M. & N.	N. Y.	'70 to '92
rent fund stock	1,240,000	6	M. & N.	"	'70 to '71
City bonds	851,700	6	M. & N.	"	1877
S. bounty Red. bonds	2,000,000	6	M. & N.	"	'73 to '76
City fund bonds	4,000,000	6	M. & N.	"	'80 & '81
City and Red. bonds	946,700	7	M. & N.	"	'80 to '91
City fund bonds, No. 3	745,000	7	M. & N.	"	1881
City and Red. bonds, No. 2	576,600	7	M. & N.	"	'77 & '78
Pages Red. bonds	1,000,000	6	M. & N.	"	1889
do do do	728,400	6	M. & N.	"	1889
do do do	1,000,000	6	M. & N.	"	'77 & '78
City taxes	1,000,000	7	M. & N.	"	1889
San Antonio, Tex., (2,391,250)					
House stock, No. 1 and 2	2,600,000	6	M. & N.	N. Y.	'70 to '92
rent fund stock	1,240,000	6	M. & N.	"	'70 to '71
City bonds	851,700	6	M. & N.	"	1877
S. bounty Red. bonds	2,000,000	6	M. & N.	"	'73 to '76
City fund bonds	4,000,000	6	M. & N.	"	'80 & '81
City and Red. bonds	946,700	7	M. & N.	"	'80 to '91
City fund bonds, No. 3	745,000	7	M. & N.	"	1881
City and Red. bonds, No. 2	576,600	7	M. & N.	"	'77 & '78
Pages Red. bonds	1,000,000	6	M. & N.	"	1889
do do do	728,400	6	M. & N.	"	1889
do do do	1,000,000	6	M. & N.	"	'77 & '78
City taxes	1,000,000	7	M. & N.	"	1889
San Antonio, Tex., (2,391,250)					
House stock, No. 1 and 2	2,600,000	6	M. & N.	N. Y.	'70 to '92
rent fund stock	1,240,000	6	M. & N.	"	'70 to '71
City bonds	851,700	6	M. & N.	"	1877
S. bounty Red. bonds	2,000,000	6	M. & N.	"	'73 to '76
City fund bonds	4,000,000	6	M. & N.	"	'80 & '81
City and Red. bonds	946,700	7	M. & N.	"	'80 to '91
City fund bonds, No. 3	745,000	7	M. & N.	"	1881
City and Red. bonds, No. 2	576,600	7	M. & N.	"	'77 & '78
Pages Red. bonds	1,000,000	6	M. & N.	"	1889
do do do	728,400	6	M. & N.	"	1889
do do do	1,000,000	6	M. & N.	"	'77 & '78
City taxes	1,000,000	7	M. & N.	"	1889
San Antonio, Tex., (2,391,250)					
House stock, No. 1 and 2	2,600,000	6	M. & N.	N. Y.	'70 to '92
rent fund stock	1,240,000	6	M. & N.	"	'70 to '71
City bonds	851,700	6	M. & N.	"	1877
S. bounty Red. bonds	2,000,000	6	M. & N.	"	'73 to '76
City fund bonds	4,000,000	6	M. & N.	"	'80 & '81
City and Red. bonds	946,700	7	M. & N.	"	'80 to '91
City fund bonds, No. 3	745,000	7	M. & N.	"	1881
City and Red. bonds, No. 2	576,600	7	M. & N.	"	'77 & '78
Pages Red. bonds	1,000,000	6	M. & N.	"	1889
do do do	728,400	6	M. & N.	"	1889
do do do	1,000,000	6	M. & N.	"	'77 & '78
City taxes	1,000,000	7	M. & N.	"	1889
San Antonio, Tex., (2,391,250)					
House stock, No. 1 and 2	2,600,000	6	M. & N.	N. Y.	'70 to '92
rent fund stock	1,240,000	6	M. & N.	"	'70 to '71
City bonds	851,700	6	M. & N.	"	1877
S. bounty Red. bonds	2,000,000	6	M. & N.	"	'73 to '76
City fund bonds	4,000,000	6	M. & N.	"	'80 & '81
City and Red. bonds	946,700	7	M. & N.	"	'80 to '91
City fund bonds, No. 3	745,000	7	M. & N.	"	1881
City and Red. bonds, No. 2	576,600	7	M. & N.	"	'77 & '78
Pages Red. bonds	1,000,000	6	M. & N.	"	1889
do do do	728,400	6	M. & N.	"	1889
do do do	1,000,000	6	M. & N.	"	'77 & '78
City taxes	1,000,000	7	M. & N.	"	1889
San Antonio, Tex., (2,391,250)					
House stock, No. 1 and 2	2,600,000	6	M. & N.	N. Y.	'70 to '92
rent fund stock	1,240,000	6	M. & N.	"	'70 to '71
City bonds	851,700	6	M. & N.	"	1877
S. bounty Red. bonds	2,000,000	6	M. & N.	"	'73 to '76
City fund bonds	4,000,000	6	M. & N.	"	'80 & '81
City and Red. bonds	946,700	7	M. & N.	"	'80 to '91
City fund bonds, No. 3	745,000	7	M. & N.	"	1881
City and Red. bonds, No. 2	576,600	7	M. & N.	"	'77 & '78
Pages Red. bonds	1,000,000	6	M. & N.	"	1889
do do do	728,400	6	M. & N.	"	1889
do do do	1,000,000	6	M. & N.	"	'77 & '78
City taxes	1,000,000	7	M. & N.	"	1889
San Antonio, Tex., (2,391,250)					
House stock, No. 1 and 2	2,600,000	6	M. & N.	N. Y.	'70 to '92
rent fund stock	1,240,000	6	M. & N.	"	'70 to '71
City bonds	851,700	6	M. & N.	"	1877
S. bounty Red. bonds	2,000,000	6	M. & N.	"	'73 to '76
City fund bonds	4,000,000	6	M. & N.	"	'80 & '81
City and Red. bonds	946,700	7	M. & N.	"	'80 to '91
City fund bonds, No. 3	745,000	7	M. & N.	"	1881
City and Red. bonds, No. 2	576,600	7	M. & N.	"	'77 & '78
Pages Red. bonds	1,000,000	6	M. & N.	"	1889
do do do	728,400	6	M. & N.	"	1889
do do do	1,000,000	6	M. & N.	"	'77 & '78
City taxes	1,000,000	7	M. & N.	"	1889
San Antonio, Tex., (2,391,250)					
House stock, No. 1 and 2	2,600,000	6	M. & N.	N. Y.	'70 to '92
rent fund stock	1,240,000	6	M. & N.	"	'70 to '71
City bonds	851,700	6	M. & N.	"	1877
S. bounty Red. bonds	2,000,000	6	M. & N.	"	'73 to '76
City fund bonds	4,000,000	6	M. & N.	"	'80 & '81
City and Red. bonds	946,700	7	M. & N.	"	'80 to '91
City fund bonds, No. 3	745,000	7	M. & N.	"	1881
City and Red. bonds, No. 2	576,600	7	M. & N.	"	'77 & '78
Pages Red. bonds	1,000,000	6	M. & N.	"	1889
do do do	728,400	6	M. & N.	"	1889
do do do	1,000,000	6	M. & N.	"	'77 & '78
City taxes	1,000,000	7	M. & N.	"	1889
San Antonio, Tex., (2,391,250)					
House stock, No. 1 and 2	2,600,000	6	M. & N.	N. Y.	'70 to '92
rent fund stock	1,240,000	6	M. & N.	"	'70 to '71
City bonds	851,700	6	M. & N.	"	1877
S. bounty Red. bonds	2,000,000	6	M. & N.	"	'73 to '76
City fund bonds	4,0				

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.
 Pages 1 and 2 of Bonds will be published next week.

COMPANIES, AND CHARACTER OF SECURITIES ISSUED.						COMPANIES, AND CHARACTER OF SECURITIES ISSUED.					
For a full explanation of this Table see "Railroad Monitor" on a preceding page.						For a full explanation of this Table see "Railroad Monitor" on a preceding page.					
Railroads:						Railroads:					
Alabama & Chattahoochee (Jan. 70):	3,800,000	8	J. & J.	New York	1889	Charlotte Col. & Aug. (Jan. 1, 70):	2,000,000	7	J. & J.	New York	1886
1st and 2d M. (gd) guar. by Ala.						1st Mortgage					
Albany & Susquehanna (Oct. 1, 70):	1,000,000	7	J. & J. <td>New York</td> <td>1888</td> <td>Chesapeake & Potomac (Jan. 1, 70):</td> <td>5,169,100</td> <td>6</td> <td>M. & N.</td> <td>"</td> <td>1880</td>	New York	1888	Chesapeake & Potomac (Jan. 1, 70):	5,169,100	6	M. & N.	"	1880
1st Mortgage, 1883:	1,000,000	6	M. & N.	"	1895	1st M. (V. A. & T. R. R.) guar. by St.	100,000	6	J. & J.	New York	1870
Albany City Loan, 1865:	2,000,000	7	A. & O.	"	1885	2d M. (V. A. Central R.R.):	187,500	6	J. & J.	"	1872
2d Mortgage, 1865:	175,000	7	M. & N.	"	1881	3d Mort. (V. A. Central R.R.):	91,100	6	J. & J.	"	1874
Alc. & Lou. & Harro. (Oct. 1, '70):	77,000	7	M. & N.	Wash'ton.	1888	Income Mort. (V. A. Cent. R.R.):	300,000	6	J. & J.	"	1876
1st Mortgage, for \$8,000,000:						Funded Interest Bonds, coupon	160,500	8	J. & J.	"	1878
Allegheny Valley (Nov. 70):	3,909,000	7.5	J. & J.	New York	1896	Cheshire (Dec. 1, '69):					
General Mortgage:	154,000	7	"	"	"	Company Bonds 70, 75 & 80.	791,500	6	J. & J.	Boston.	70-80
Bonds to State of Pa., endorsed	3,500,000	7	"	"	"	Ches. & Ch. Br. June (Jan. 1, 70):					
Androscooggin (Jan. 1, 71):	425,000	6	A. & O.	Portland.	1890	1st Mort., sinking fund.....	500,000	10	M. & N.	New York	1877
1st Mortgage (Bath Loan):						Chester Valley (Nov. 1, '69):					
Atlantic & Gt. West. (Nov. 1, 70):						1st Mortgage	500,000	7	M. & N.	Philadel.	1872
1st Mort., skg fund (Pa.):						Chicago & Alton (Jan. 71):					
1st Mort., skg fund (N. Y.):						1st Mort., sinking fund pref.....	308,000	7	M. & N.	New York	1877
1st Mort., skg fund (Ohio):						1st Mortgage	2,400,000	7	J. & J.	"	1880
1st Mort., skg fund (Buff. est.):						2d Mort., income.....	1,100,000	8	A. & O.	"	1880
1st Mort. (Franklin Branch):						Chicago, Bur. & Quin. (Jan. 71):					
2d Mort. (Penn.):						1st (Trust) Mort.	3,026,000	8	J. & J.	New York	1888
2d Mort. (N. Y.):						2d Mort. (Frankfort), gold.....	941,000	4 1/2	J. & J.	Frankfort	1880
2d Mort. (Ohio):						Trust Mort. (N. Y. Cent. R.R.):	400,000	8	A. & O.	New York	1870
Consolidated 1st Mort.:	17,579,500	7	J. & J.	New York	1883	Carthage & Bur. R.R. M., tax free	600,000	8	M. & N.	"	1878
Atlantic & Gt. W. (Jan. 1, 70):	2,000,000	7	J. & J.	New York	1890	Dix., Peo. & Han. R.R., tax free.	800,000	8	J. & J.	"	1878
Consolidated Mort., free:	841,200	7	"	"	"	American Cent. R.R., tax free.	800,000	8	J. & J.	"	1878
Sectional Bonds:						Peoria & Hannibal R.R., tax free	600,000	8	J. & J.	"	1878
Atlantic & Pacific (Feb. 71):	7,250,000	6	J. & J.	New York	1888	Ottawa, Oswego & Fox R. V.	1,280,000	8	J. & J.	"	1878
1st M. (South Pacific) g.:	3,600,000	6	J. & J.	"	1888	1st. Grand Trunk M. (44 m.)	960,000	8	A. & O.	"	1878
L. Gr. (gold) on \$30,000 bonds:						Guilford & Warwick M. (44 m.)	900,000	8	A. & O.	"	1878
Atlan. & S. Lawrence (Jan. 70):	825,000	6	Var.	Boston.	70-71	Keokuk & St. P. 1st M. S. F. tax free	1,000,000	8	A. & O.	Boston.	1870
1st Mort. (Port. Loan) skg fund.	494,200	6	A. & O.	Port & Bos.	1880	Chicago, Cin. & Louis. (Feb. 71):					
Sterl. Bds of Oct. 1, '64 (S. 20 yrs).	1,085,776	6	A. & O.	London.	1884	1st Mortgage, 1867.....	1,000,000	7	J. & J.	New York	1887
Sterl. Bds of Nov. 1, '33, £10,000:	484,000	6	M. & N.	"	1878	Chic. & Ind. (Jan. 1, 70):					
Baltimore & Ohio (Oct. 1, 70):	865,250	6	J. & J.	Baltimore.	1875	1st Mort. (gold) sinking fund.....	18,000 p.m.	7	A. & O.	New York	1900
Loan of 1855, skg fund:	579,500	6	J. & J.	"	1880	2d Mort., guaranteed, 1860.....	591,000	7	F. & A.	New York	1890
Loan of 1850:	1,710,500	6	A. & O.	"	1885	2d Mortgage & Gen. (Apr. 70):	218,000	7	F. & A.	"	1890
Baltimore Loan of \$5,000,000:	3,732,670	6	J. & J.	"	1880	Chicago & Milwaukee (June 1, '69):					
Sterling Loan of 1870, \$500,000:	5,872,000	6	M. & N.	London.	1885	1st Mort. (C. & M. R.R., 45 miles)	897,000	7	M. & N.	New York	1877
2d Mort. (N. W. Va. RR.) of '33:	485,500	6	J. & J.	Baltimore.	1878	2d Mort. (M. & C. R.R., 40 miles)	182,000	7	Var.	"	1877
3d Mort. (N. W. Va. RR.) of '33:	140,000	6	J. & J.	"	1885	1st Mort. (C. & M. R.R., 82 m.)	1,129,000	7	J. & J.	"	1877
Balti. & Potomac (Jan. 1, 71):	827,000	6	J. & J.	Baltimore.	1900	Chic. & Mich. Lake Sh. (Jan. 71):					
1st Mortgage of 1869 (gold):						Mort. bonds, new.....	3,000,000	8	J. & J.	"	1890
Bay de Noc & Marquet. (Feb. 71):	150,000	8	A. & O.	Boston.	1875	Chicago & Northwest (June 70):	1,249,500	7	F. & A.	New York	1887
Income Bonds of 1865 and 1866:						Preferred Skg Fund (on 183 m.)	755,144	7	M. & N.	"	1880
Belvidere Delaware (Feb. 1, 71):	1,000,000	6	J. & D.	New York	1877	Interest Bonds (general).....	3,842,740	7	F. & A.	"	1880
1st Mort. of 1862 (guar. C. & A.):						Extension Bonds.....	1,581,000	7	F. & A.	"	1880
2d Mort. of 1864:	499,500	6	M. & S.	Princeton.	1887	1st Mort. (Gal. & Chic. Un. R.R.):	1,400,000	7	F. & A.	"	1880
3d Mort. of 1867:	745,000	6	F. & A.	"	1887	2d Mort. (Gal. & Chic. Un. R.R.):	985,000	7	M. & N.	"	1878
Blue Ridge of S. Car. (Jan. 1, 70):	4,000,000	7	J. & J.	Charlestown	1884	Mississippi River Bridge Bonds	200,000	7	J. & J.	"	1878
1st Mort. guar. gold:						Elgin and State Bds. Bonds	955,000	7	M. & S.	"	1878
Boston & Albany (Feb. 71):	281,000	6	J. & J.	Albany.	71-76	1st Mortgage (Peninsula R.R.):	2,077,000	7	Q. F.	"	1878
Mass. Sterl. Loans (West'n RR.):	755,520	5	A. & O.	Boston.	1871	Cons. Skg F'd B'ds, conv. till 70	101,000	7	A. & O.	"	1878
Dollar Bonds (Western RR.):	728,000	6	A. & O.	Boston.	1875	Equipment Bonds.....	101,000	7	J. & J.	"	1878
Bost. & Chic. & Pict. (Feb. 70):	400,000	6	J. & J.	Boston.	1884	Equipment Mort. Bonds	854,000	7	J. & J.	"	1878
1st Mort. (Agric. Br. RR.) of '64:						1st Mort. (Beloit & Madison RR)	650,000	7	J. & J.	"	1878
Boston, Clinton & Fitchburg:	290,500	7	J. & J.	Boston.	1890	Winona & St. P. 1st Mort., guar	614,000	7	M. & N.	"	1878
Bost. Con. & Mont. (Apr. 1, '69):	204,000	7	F. & A.	New York	1865	Chicago R. & Pac. (Jan. 70):					
1st Mort. (71 m.):	150,000	6	J. & J.	Boston.	1870	1st Mortgage.....	8,376,000	7	J. & J.	New York	1878
2d M. (71 m. & 2d 22 m.) conv.:	200,000	7	J. & J.	New York	1870	Chicago & Southwestern:					
3d M. (71 m. & 2d 22 m.) conv.:	496,000	6	J. & J.	Boston.	1889	1st Mortgage (guar. by C.R. & P. R.R.)	5,000,000	7	M. & N.	New York	1878
Sinking Fund Bonds:						Baltimore & Branch (July 70):					
Bost. Hart & Erie (Dec. 1, '69):	600,000	7	M. & S.	Boston.	1884	1st Mortgage.....	500,000	8	J. & D.	New York	1878
1st Mort. (old):	14,000,000	7	J. & J.	New York	1899	Cincin. & Ham. & Dayt. (Apr. 1, 70):					
1st Mort. (new):	5,000,000	7	J. & J.	New York	1899	1st Mortgage of 1855.....	1,230,000	7	M. & N.	New York	1878
Floating Debt, Nov. '69:	3,349,163	7	J. & J.	New York	1899	2d Mortgage, new S. F.	800,000	7	J. & J.	"	1878
Mass. L. (sec. by \$4,000,000 1st M.):	3,000,000	7	J. & J.	Boston.	1899	3d Mort. '67 (S. F., \$25,000 May 70)	282,000	8	J. & J.	New York	1878
Boston & Lowell (Feb. 71):	55,000	6	J. & J.	Boston.	1878	Cincinnati & Indiana (May 70):	50,000	7	J. & D.	New York	1878
Convertible Bonds of 1868, comp	366,000	8	Jan'y.	"	1878	1st Mortgage.....	1,500,000	7	J. & J.	"	1878
Mortgage (wharf purchase):	200,000	6	A. & O.	"	1879	2d Mortgage, guaranteed	400,000	7	J. & J.	New York	1878
Brundage & Albany:	15,000 p.m.	6	A. & O.	New York	1919	1st Mortgage, guaranteed	560,000	7	J. & J.	New York	1878
2d Mort. S. F.:						Cincin. & Richm. & Cin. (Apr. 1, 70):					
Buff. & Brad. & Pitts. (Nov. 70):	580,000	7	J. & J.	New York	1896	2d Mortgage.....	65,000	7	J. & J.	"	1878
Buff. & Corry & Pitts. (Nov. 70):	600,000	7	J. & J.	New York	1896	Cincin. & Sand. & Cleve. (Jan. 70):					
1st M., Buff. & C. O. Cr. Crosscut:	1,000,000	7	J. & J.	New York	1896	1st Mort. (Sand. & Cleve. RR.)	820,000	6	M. & S.	Boston.	1878
1st M., Buff. & C. O. Cr. Crosscut:	1,000,000	7	J. & J.	New York	1896	1st Mort. (S. D. & Cin. R.R.) '55:	997,000	6	F. & A.	"	1878
Buffalo & Erie - See Lake S. & M.						1st Mort. (Cin. S. & Cleve. R.R.) '68	1,051,851	7	J. & D.	New York	1878
Buffalo, N. Y. & Erie (Oct. 1, 70):	2,000,000	7	J. & D.	New York	1877	Cincinnati & Zanesv. (July 1, '69):					
1st Mortgage:	380,000	7	M. & N.	"	1872	1st Mortgage.....	1,800,000	7	M. & N.	New York	1878
2d Mortgage:						Clev. Col. Cin. & Ind. (Feb. 71):					
Burl. & C. & M. (July 1, 70):	6,000,000	7	M. & N.	New York	1919	1st M. (C. C. & C. R.R.) \$25,000 a yr	820,000	7	J. & D.	New York	1878
1st M. (gold) conv. skg f'd. tax free:						1st Mort. (Bell. & Ind. R.R.):	637,000	7	J. & J.	"	1878
Burl. & Missouri R. (Jan. 71):	5,067,000	7	A. & O.	New York	1898	2d Mortgage, new S. F.	2,004,000	7	M. & N.	"	1878
1st Mort. (land & railroad):	600,000	7	J. & J.	Boston.	1875	Cleveland, Mt. Vernon & Del.					
Bonds conv. into pref. st's (2d):	1,200,000	8	A. & O.	"	1878	1st Mortgage (gold) tax free.....	1,500,000	7	J. & J.	New York	1878
Bonds conv. into pref. st's (3d):	1,000,000	8	A. & O.	"	1879	Cleveland & Mahon. (Feb. 71):					
Income Bds conv. to com stock:	1,200,000	8	J. & J.	"	1889	1st Mortgage.....	700,500	7	F. & A.	New York	1878
Convertible Bonds of 1870:	900,000	8	J. & J.	"	1894	2d Mortgage.....	91,000	7	J. & J.	"	1878
1st mort. conv. on br. (35 m. line):						1st Mort. (Hubbard Branch):					
Burl. & Mo. in Neb. (Jan. 70):	2,100,000	8	J. & J.	Boston.	1894	Cleveland & Pitts. (Feb. 71):					
1st M. Land & RR conv. tax free:						2d Mort. for \$1,200,000.....	790,500	7	M. & S.	New York	1878
California Pacific (Jan. 1, 70):	2,250,000	7	J. & J.	New York	1899	3d Mort. for \$2,000,000.....	1,358,000	7	M. & N.	"	1878
1st Mort. (gold):						4th Mort. for \$1,200,000.....	1,096,000	6	J. & J.	"	1878
Camden & Amboy (Jan. 1, 70):	825,220	6	A. & O.	New York	1870	Cons. Skg F'd Mort. for \$5,000,000	528,000	7	M. & N.	"	1878
Dollar Loan for \$900,000:	675,000	6	A. & O.	"	1875	Col. Chic. & Ind. Cent. (Apr. 1, '69):					
Dollar Loan for \$1,200,000:	1,200,000	6	F. & A.	"	1888	2d Mort. (Col. & Ind. Cent. R.R.)	821,000	7	J. & J.	New York	1878
Dollar Loan for \$2,500,000:	867,000	6	M. & N.	"	1889	Income B'ds (Col. & Ind. C. R.R.)	1,243,000	7	M. & N.	"	1878
Consol. Mort. Loan for \$5,000,000:	4,666,100	6	J. & D.	"	1889	Constn. B'ds (Chic. & Gt. St. C. R.R.)	800,000	7	J. & J.	"	1878
Sterling Loan, \$518,000:	1,518,066	6	A. & O.	London.	1880	Income B'ds (Chic. & Gt. E. R.R.)	2,000,000	7	J. & D.	"	1878
Sterling Loan (new) \$369,200:	154,000	6	M. & S.	"	1894	Union & Lovansent, 1st Mort.....					
Dollar Loan (new):						Cons. let M. Skg f'd for \$15,000,000					
Camden & Atlantic (Jan. 1, 71):	490,000	7	J. & J.	Camden.	1878	Col. Chic. & Ind. Cent. (Apr. 1, '69):					
1st Mortgage:	500,000	7	A. & O.	"	1880	2d Mort. (Col. & Ind. Cent. R.R.)	821,000	7	J. & J.	New York	1878
Camden & Burlington Co. (Jan. 71):	388,000	6	F. & A.	Philadel.	1897	Income B'ds (Chic. & Gt. St. C. R.R.)	1,243,000	7	M. & N.	"	1878
1st Mort. (on 21 miles, 1867):	388,500	7	F. & A.	Philadel.	1892	Income B'ds (Chic. & Gt. E. R.R.)	2,000,000	7	J. & D.	"	1878
Canaan (Nov. 1, 70):	294,000	7	A. & O.	New York	1884	Cons. let M. Skg f'd for \$15,000,000					
1st Mort. (C. F. to Waverly, 14 m.):						Col. Chic. & Ind. Cent. (Apr. 1, '69):					
1st Mort. (W. to Minn. Line, 62 m.):	1,577,000	7	J. & J.	"	1907	2d Mort. (Col. & Ind. Cent. R.R.)	821,000	7	J. & J.	New York	1878
Cedar Rap. & Minn. R. (Feb. 71):	3,817,000</										

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.
 Pages 3 and 4 of Bonds will be published Next week.

COMPANIES, AND CHARACTER OF SECURITIES ISSUED.
 For a full explanation of this Table see "Railroad Monitor," on a preceding page.

Railroads:					
Delaware (Feb. '71).....	500,000	6	J. & J.	Philadel.	1875
1st Mortgage Bonds.....	170,000	6	J. & J.	"	1876
State Loan Bonds.....	100,000	6	J. & J.	"	1875
Guaranteed Bonds.....	100,000	6	J. & J.	"	1875
Extension Bonds.....	100,000	6	J. & J.	"	1875
D. & W. (Nov. 1, '70).....	564,000	7	J. & J.	New York	1871
1st Mort. (Lack. & Western R.R.)	1,111,000	7	M. & N.	"	1875
1st Mort. S. F. (East. Ex. R.R.)	1,683,000	7	M. & S.	"	1881
2d Mort. (D. & W. West.) free					
Deer River (Jan. '70).....	2,500,000	7	M. & N.	New York	1899
1st Mort. L. G. (gold) 1869.....					
Detroit & Milwaukee (Jan. 1, '71).....	2,500,000	7	M. & N.	New York	1875
1st Mortgage, convertible.....	1,000,000	8	M. & N.	"	1875
2d Mortgage.....	625,235	7	J. & J.	"	1875
2d Funded Coupons.....	377,115	7	M. & N.	"	1875
Bonds of June 30, '66 (condit'ly)	150,567	6 & 7	M. & N.	N.Y. & Det.	1873
Sterling (Oak. & Otta. R.R.) B'ds	51,000	7	M. & N.	N.Y. & Lon.	1873
Dollar (Oak. & Otta. R.R.) B'ds	150,000	7	M. & N.	New York	1873
1st Mort. (Det. & Pontiac R.R.)	250,000	8	F. & A.	"	1886
2d Mort. (Det. & Pontiac R.R.)	100,000	7	J. & J.	"	1878
3d Mort. (Det. & Pontiac R.R.)	100,000	7	M. & S.	"	1886
Bonds of S. P. 1, 1899.....	105,901	10	Var.	"	Var.
Mortgage on Real Estate, &c.....					
Des Moines Valley (Feb. '71).....	2,810,000	8	A. & O.	New York	1877
1st Mortgage, 1863, on 154m.....	4,690,000	8	A. & O.	"	1898
1st do Land Gr. (Jan. '71).....					
D. & L. & L. Mich. (Jan. '71).....	770,000	8	J. & J.	"	1889
2d Mort. (Lonia & Lons. R.R.)	1,300,000	8	M. & N.	"	1880
1st Mort. on whole line, 139m.....	3,000,000	8	M. & N.	"	1880
Detroit, Hillsdale & Ind. (Jan. '71).....	1,680,000	8	J. & D.	"	1890
1st Mortgage.....					
Dubuque & Sioux City (Dec. '70).....	300,000	7	J. & J.	"	1883
1st Mort. (1st division) 100 miles	600,000	7	J. & J.	New York	1883
Construct. Bonds (2d division).....					
Dubuque & Southwest. (Feb. '71).....	450,000	7	A. & O.	"	1883
1st Mortgage, on 55 miles.....	89,500	7	A. & J.	New York	1883
1st Mort. S. F., pret. on 55 miles.....					
Duquesne & Columbia (Jan. 1, '71).....	1,500,000	7	J. & J.	New York	1883
1st Mortgage.....					
Eastern.....	250,000	5	Q. & J.	Boston.	71-74
Mass. State Loan, 1st lien.....	420,000	5	J. & J.	London.	1872
Sterling, convertible.....	739,200	6	F. & A.	Boston.	1874
Dollar, convertible.....	214,000	6	J. & J.	"	1876
Essex Railroad Bonds.....	500,000	6	M. & S.	"	1888
New Mortgage.....					
East Penn. (See Phila. & Read.).....					
East Tenn., Va. & Georg. (Jan. '71).....	640,000	6	J. & J.	New York	1880
Mortgage (old).....	136,400	6	J. & J.	"	1876
Mortgage (new).....	3,500,000	7	J. & J.	"	1900
Mortgage Bonds of 1870.....					
Elizabethton & Paducah.....	1,000,000	8	M. & S.	New York	1890
Elm. & Williams (Feb. '71) 1st m.	570,000	5	J. & J.	Philadel.	1880
5 per cent Bonds.....			A. & O.	"	2862
Erie Railway (Oct. 1, '70).....	3,000,000	7	M. & N.	New York	1877
1st Mortgage.....	4,000,000	7	M. & S.	"	1879
2d Mortgage.....	4,000,000	7	M. & S.	"	1880
3d Mortgage.....	4,441,000	7	A. & O.	"	1880
4th Mortgage, convertible.....	926,500	7	J. & D.	"	1888
5th Mortgage, convertible.....	186,400	7	J. & J.	"	1891
Buffalo Branch Bonds.....	4,844,444	6	M. & S.	London.	1875
Sterling convertible, \$1,000,000.....					
Erie & Pittsburgh (Feb. 1, '71).....	738,700	7	J. & J.	New York	1882
1st Mortgage.....	1,704,000	7	A. & O.	"	1890
2d Mortgage.....					
Consol. Mort. free of State tax.....					
European & N. Amer. (Jan. '70).....	2,000,000	6	J. & J.	N.Y. & Lon.	1899
Land Grant Bonds (tax free).....	1,000,000	6	J. & J.	N.Y. & Lon.	1899
1st M. W. & N. W. (Bang. Line, 40 m.)					
2d M. Bang. to Winn. (Bang. Line)					
Bang. & Cranston (Oct. 1, '70).....	339,000	7	J. & J.	N.Y. & Lon.	1899
1st Mortgage of 1852 (Ev. & C.)	705,700	7	M. & N.	"	1889
1st Mort. (Rockville extension)	150,000	7	F. & A.	"	1881
Exonville, Henderson & Nashv.....	1,000,000	7	J. & J.	New York	1897
1st Mortgage.....					
Flint & Pere Marquet. (Jan. 1, '70).....	381,000	7	M. & N.	New York	1890
1st Mortgage, L. G.....	424,000	7	J. & J.	"	1887
2d Mortgage.....	600,000	8	M. & S.	"	1-88
3d Mortgage.....	250,000	10	M. & N.	"	1888
Flint & Holly Mortgage.....					
Flushing & Northside (Oct. '70).....	825,000	7	"	"	\$25,000 year ly.
1st Mortgage.....					
Fredericksburg & Gordonsville.....	1,000,000	7	M. & N.	New York	1899
1st Mort. S. F., tax free (gold).....	1,500,000	8	J. & J.	New York	1889
1st Mort. S. F., tax free (gold).....	615,500	7	J. & J.	Augusta.	70-86
Georgia Bonds (May, '70).....	5,000,000	7	J. & J.	New York	1899
1st Mortgage (gold) 1/2 guar.....	1,000,000	8	J. & J.	New York	1886
Grand River Valley (Jan. '71).....	362,000	7	J. & J.	New York	1886
1st Mortgage.....	836,500	7	J. & J.	Charl'est'n	81-86
Bonds guar. by State of S. Car.....	429,293	7	"	"	1888
Certificates, guaranteed.....					
Harris & Lancaster (Nov. 1, '70).....	700,000	6	J. & J.	Philadel.	1883
1st Mortgage, guaranteed.....					
Hartford & N. Haven (Feb. '71).....	927,000	6	J. & J.	New York	1873
1st Mortgage, 1853.....					
Bunnell & Naples (Jan. 1, 1870).....	625,000	7	M. & N.	"	1888
Hannibal & St. Joseph (Feb. 1871).....	1,089,700	7	A. & O.	N. Y. & Bos.	1881
Land Grant Mortgage.....	1,834,000	8	Var.	New York	1872
Eight per cent Bonds.....	53,000	10	J. & J.	N.Y. & Bos.	1885
Ten per cent Loan.....	500,000	8	F. & A.	"	1885
1st Mort. of 1870, conv., tax free.....	1,200,000	10	M. & S.	"	1882
1st Mort. (Quincy & Palmy. R.R.)	900,000	8	F. & A.	"	1877
1st Mort. (Kan. C. & Cam. R.R.)	1,200,000	10	J. & J.	"	1892
Harlem Extension.....	4,000,000	10	"	New York	1889
Hart. Prov. & Fishkill (Feb. '71).....	481,000	7	J. & J.	Providence	1876
1st Mort. (R. L., 26.32 m.).....	1,074,500	7	J. & J.	Hartford.	1876
Bang. Hill (Nov. 1, '70).....	500,000	6	J. & J.	Philadel.	18..
1st Mortgage.....					
Essex & Jan. 1, '71).....	191,000	7	J. & J.	Bridgeport	1877
2d Mortgage, sinking fund.....	100,000	7	F. & A.	"	1885
Bonds of 1869.....	50,000	6	"	"	1889
Boston & Texas Cent. (Feb. '71).....	3,400,000	7	J. & J.	New York	1891
1st Mort. L. G. S. F. (gold) 1866.....					
Boston River (Jan. '71).....	2,000,000	7	J. & D.	New York	1885
2d Mortgage, sinking fund.....	188,000	7	M. & N.	"	1875
Boston, & E. Top Mt. (Nov. '70).....	416,000	7	A. & O.	Philadel.	1870
1st Mortgage.....	367,500	7	F. & A.	"	1875
Consolidated Mortgage.....	1,069,000	7	A. & O.	"	1896
Illinois Central (Jan. 1, '71).....	8,000,000	7	A. & O.	New York	1875
1st Mort. Construction.....	532,000	6	A. & O.	N.Y. & Lon.	1875
2d Mort. Construction.....	2,500,000	6	A. & O.	New York	1880
Redemption, 1st & 2d series, sterling	2,500,000	6	A. & O.	London.	1875
Indianap. Cinc. & La. (May, '70).....	2,770,000	7	F. & A.	New York	1899
1st Mortgage, 1867.....	1,077,000	7	J. & D.	New York	1899
1st Mort. (Ind. & Cinc.) 1898.....	1,060,000	7	A. & O.	"	1898

COMPANIES, AND CHARACTER OF SECURITIES ISSUED.
 For a full explanation of this Table see "Railroad Monitor," on a preceding page.

Railroads:					
Indianap. Bloom'gton & West.....	3,000,000	7	A. & O.	New York	1910
Indian. Craf. & Dan. (May 1, '69).....	1,500,000	7	....	New York	1886
1st Mortgage (gold).....					
Indianap. & Vincennes (Feb. 1, '69).....	1,700,000	7	F. & A.	New York	1908
2d Mort. guar.....	1,450,000	7	"	"	"
Lower Southern (Feb. '70).....	1,000,000	7	J. & D.	New York	1909
1st Mortgage, tax free.....	130,000	7	M. & N.	Philadel.	18..
Ironton (Nov. '69) 1st Mort.....	1,495,000	8	J. & J.	New York	1885
Jack. Lons. & Saginaw (Jan. 1, '71).....	400,000	8	M. & S.	"	1873
1st Mortgage.....	3,000,000	8	M. & N.	"	1890
2d Mortgage.....					
Jameson & Franklin (Nov. 1, '70).....	46,000	7	Var.	....	1890
1st Mortgage.....	500,000	7	J. & D.	"	1894
Jeff. Mad. & Indianap. (Apr. '71).....	397,000	7	M. & N.	New York	1881
1st Mort. (Ind. & Mad. R.R.).....	315,000	7	A. & O.	"	1873
2d Mort. (Jeffersonville R.R.).....	2,067,000	7	A. & O.	"	1906
1st Mort. (J. M. & Ind. R.R.).....	2,000,000	7	J. & J.	"	1910
2d Mort. do do.....	74,000	6	M. & N.	"	1883
Louisville (endorsed) Bonds.....					
1st Mort. sinking fund guar.....	441,000	8	J. & J.	New York	1882
1st Mortgage, guaranteed.....	800,000	8	J. & J.	New York	1874
1st Mortgage (Newcastle Br.).....	1,200,000	7	J. & J.	New York	1886
2d Mortgage.....	800,000	7	M. & S.	"	1886
1st Mortgage (Newcastle Br.).....	250,000	7	J. & J.	"	1874
1st Mortgage, guar. tax free.....	500,000	6	A. & O.	Philadel.	1882
2d Mortgage, tax free.....	30,000	6	A. & O.	Philadel.	1900
Kans. City, St. Jo. & C. B. Mar. 71.....	1,400,000	10	M. & S.	N.Y. & Bos.	1892
1st Mort. St. J. C. B. (80m on Mo.)	500,000	10	J. & J.	"	1890
2d Mort. do do.....	150,000	10	J. & J.	"	1890
1st Mort. Mo. Valley (70m) gold	1,000,000	7	F. & A.	New York	1892
Land Gr. Mort. on 100,000 acres	1,500,000	7	F. & A.	Bos. & N.Y.	1891
Income B'ds (gen.) \$10.00 p. m.	687,000	8	M. & S.	"	1874
Land Gr. B'ds on 2,000,000 acres.	539,500	9	J. & D.	"	"
1st Mortgage, tax free.....	720,000	10	M. & N.	"	1890
Kansas Pacific (Jan. '71).....	6,500,000	7	M. & N.	New York	1899
1st M. (gold) 1/2 grant, s'k'g f'd.	2,340,000	6	F. & A.	New York	1895
2d Mort. (gold) 1/2 m. m. m.	4,063,000	6	J. & D.	"	1896
2d Mort. (government subsidy)	6,306,000	6	J. & J.	"	95-97
1st Mort. (Leavenworth Br.).....	600,000	7	M. & N.	"	1896
Land Gr. Mort. on 100,000 acres	312,000	7	M. & S.	"	71-76
Income B'ds (gen.) \$10.00 p. m.	4,275,350	7	J. & J.	NY, La. & Fr.	1890
Land Gr. B'ds on 2,000,000 acres.	2,000,000	7	J. & J.	"	1890
1st Mort. on 60m.....	640,000	8	M. & N.	"	1889
Kentucky Central (Feb. '71).....	128,000	7	M. & S.	New York	1872
1st Mort. (Cov. & Lex.) 99 miles	794,000	7	M. & S.	"	1888
2d Mort. (Cov. & Lex.) 99 miles	427,000	7	J. & D.	"	1885
Lackawanna & Bloomsd. (Apr. '71).....	900,000	7	J. & J.	New York	1873
1st Mortgage.....	500,000	7	A. & O.	"	1880
2d Mortgage (extension).....	400,000	7	M. & S.	"	1885
3d Mortgage (extension).....	200,000	7	M. & S.	"	1890
Income.....	79,335	7	A. & O.	"	1871
Lake Erie & Louisville (July 1, '69).....	500,000	7	J. & J.	New York	1898
1st Mortgage.....					
Lake Sh. & Mich. South. (June '70).....	2,000,000	7	A. & O.	New York	1879
Bonds of October 1, 1869.....	5,256,000	7	M. & N.	"	1885
1st Mortgage M. S. & N. L.....	2,686,000	7	F. & A.	"	1877
2d Mortgage M. S. & N. L.....	924,000	7	M. & N.	"	1878
1st Mort. (C. P. & A. R.R.).....	500,000	7	J. & J.	New York	1874
2d Mort. (C. P. & A. R.R.).....	1,000,000	7	J. & J.	"	1880
3d Mort. (C. P. & A. R.R.).....	1,000,000	7	A. & O.	"	1892
Lake Shore bonds, April, 1869.....	1,500,000	7	A. & O.	"	1899
Junction R.R. bonds, Dec. 1832.....	115,000	7	J. & D.	"	1872
1st Mort. (C. & Tol. R.R.) & s'k'g f'd	2,071,000	7	A. & O.	"	1885
2d Mort. (C. & Tol. R.R.).....	864,000	7	A. & O.	"	1885
Buffalo & Erie, Nov. 1853.....	100,000	7	M. & N.	"	1873
do do July 1862.....	200,000	7	J. & J.	"	1882
do do Sept. 1866.....	300,000	7	J. & J.	"	1882
do do April, 1868.....	300,000	7	A. & O.	"	1896
Dividend Bonds.....	1,500,000	7	A. & O.	"	1899
Consolid Bonds 1870, reg.....	....	7	J. & J.	"	"
do do do.....	....	7	J. & J.	"	"
Lake Sup. & Mississippi:					
1st Mort. (gold).....	4,500,000	7	J. & J.	New York	1896
Leaven. & Lanes. (Feb. '71).....	4,000,000	10	J. & J.	New York	1899
1st Mortgage, 1869.....	300,000	7	F. & A.	Philadel.	1897
Lehigh & Lackawanna. (Dec. '70) 1st Mortgage, tax free.....	968,000	6	M. & N.	Philadel.	1873
1st new Mort. (tax free) 1868.....	5,413,000	6	J. & D.	"	1896
1st Mort. (Hickleton R.R.) 1882.....	132,000	6	A. & O.	"	1873
Little Miami (Feb. '71).....	1,471,000	6	M. & N.	New York	1883
1st Mortgage.....	200,000	6	J. & J.	"	1896
1st Mortgage, sinking fund.....	788,500	7	A. & O.	Philadel.	1877
Long Island (1870):					
1st Mort. (H. Point extension).....	178,000	7	F. & A.	"	1890
1st Mort. (Ten Cove Branch).....	150,000	7	M. & N.	"	1896
1st Mortgage, new.....	1,500,000	7	M. & N.	"	1899
Louis., Cin. & Lexing. (July 1, '70) 1st Mortgage, Cin. Branch.....	3,000,000	7	J. & J.	New York	....
2d Mortgage, Cin. Branch.....	1,000,000	7	A. & O.	"	1897
1st Mort. Louis. & Frankfort.....	82,000	6	J. & J.	"	1881
Louisville Loan.....	100,000	6	A. & O.	"	1881
Memphis & Lehigh (Feb. '70) 1st Mort. (main stem).....	1,424,000	7	J. & J.	New York	99-77
Louisville Loan (main stem).....	849,000	6	A. & O.	"	98-77
Louisville Loan (Leb. Br.).....	225,000	6	M. & N.	"	70-76
1st Mort. (Memphis Br.).....	367,000	7	M. & N.	Louisville.	70-73
1st Mort. (Leb. Br. Ext.).....	323,000	6	A. & O.	"	70-76
Louisville Loan (Leb. Br. Ext.) Consol. 1st Mort. for \$8,000,000.....	2,200,000	6	A. & O.	New York	1895
Memphis & Lehigh (Feb. '70) 1st Mort., guar. by George.....	10,000 p.m.	7	J. & J.	New York	1881
Maine Central (Jan. '71).....	1,100,000	6	F. & A.	Boston.	90-91
1st Mort. (A. M. & K. R.R.).....	577,000	6	A. & O.	"	1874
1st Mort. (B. & K. R.R.).....	1,100,000	7	J. & J.	Boston	1892
1st Mortgage, sinking fund.....	1,100,000	7	J. & J.	"	1892
Murietta & Chumash (Jan. '71) 1st Mortgage.....	2,450,000	7	F. & A.	Baltimore.	1891
2d Mortgage.....	1,080,000	7	M. & N.	"	1891
3d Mortgage.....	2,500,000	7	M. & N.	Baltimore.	1896
1st Mortgage.....	2,100,000	8	J. & J.	"	1891
1st Mort. (Scioto & Hockley R.R.).....	800,000	7	M. & N.	"	1896
Memphis & Charleston (July 1, '70) 1st Mortgage.....	1,298,000	7	M. & N.	New York	1880
2d Mortgage.....	1,000,000	7	J. & J.	"	1880
Tenn. State Loan.....	1,317,897	7	J. & J.	"	1880
Memphis & Little Rock (Jan. '70) 1st Mort. (on road and land).....	1,500,000	8	M. & N.	N. Y. York	1899

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, May 19, 1871.

The past week has been one of considerable speculative and export activity in the leading articles of domestic produce, a large, heavy business having been done in Cotton, Breadstuffs, Provisions and Tobacco, with a feverish, unsettled tone prevailing, and prices, except for Tobacco, subject to frequent fluctuations. In foreign merchandise trade has been dull, thus reversing the condition of affairs a short time since.

Cotton, after several fluctuations, closes quiet at 15c for low middling uplands on the spot, and 15¼@15½c for the next three months. Breadstuffs show an advance to \$6 30@ \$6 60 for shipping extra Flour. Wheat closed at \$1 55@ \$1 57 for new spring. Corn has declined to 75@76c for Western mixed. Groceries close firmer.

Provisions have been drooping, with a marked decline in Pork and Lard. Mess Pork was pressed for sale, and declined yesterday to \$16, at which there were to day more buyers than seller, with prime mess quoted at \$15, and prime at \$14. Lard fell off to 10 $\frac{3}{4}$ c for prime Western steam, with good city made selling at 9 $\frac{1}{2}$ c, but at the close the former was firm at 11c, with sales at that price for June and 11 $\frac{1}{2}$ c for July delivery. Bacon and Cut Meats have been nominal, but close with more inquiry. Heavy dressed Hogs have declined to 6c per lb., the lowest figure in many years. Beef has remained quiet. Butter has declined 3@5c, prime State and Orange County selling at 28@30c. Cheese seems to have fairly opened for the new season at 13 $\frac{1}{2}$ @14c for prime factory. Freights have been active in the shipment of Grain, but otherwise quiet. To Liverpool, by steam, 9d was paid yesterday and to-day, but the close was dull; Cotton has been taken at $\frac{3}{4}$ d; Cheese, 40s; Bacon, 30s. To London, by sail, Wheat 8 $\frac{1}{2}$ d, and Flour 2s 6d. A few charters have been made at 6s 9d@7s to Cork for orders and for direct ports on the Continent. Petroleum charters have been less active.

Tobacco has been more active. The Regie buyers have been in the market for Kentucky Leaf, and about 1,600 hhd. have been taken, mostly Spain and Italy. Prices have ruled very strong at $5\frac{1}{4}$ @6c for Lugs, and $6\frac{1}{4}$ @9@11c for Leaf, but very little over 9c, and the sales mostly at 6c and 8c for good lugs and medium leaf. A French contract is announced to be awarded on the 31st inst. for 9,000 hhd. Kentucky and 2,500 hhd. Virginia. Prices at the Western markets have advanced $\frac{1}{2}$ @ $\frac{3}{4}$ c the past week. In Seed Leaf there has been more business, but it has imparted little tone or strength to the market. The sales have been 1,100 cases new State by a receiver to a dealer, on private terms; 90 ditto, on private terms; 300 ditto, part at 21c; 50 cases new crop Connecticut and Massachusetts, on private terms, and 50 cases Pennsylvania fillers at 14c. Spanish Tobacco active; sales 500 bales Havana at 85c@ $\$1$ $07\frac{1}{2}$. Manufactured Tobacco selling fairly at steady prices.

East India goods have been more active, Calcutta Linseed being taken freely at \$2 35, gold, 60 days, to arrive, and several thousand bales of Manila Hemp have been sold on the spot at 11c, gold.

Metals have been generally dull at previous prices; Russia sheet, however, has sold more freely, but at decline, though the close is firm; about 3,000 packs have been sold at 10 $\frac{1}{2}$ @ 11 $\frac{1}{2}$ c. gold. Hops remain dull and nominal for State, &c., but some California have arrived and sold at 15@20c. Wool very firm and quiet for want of stock.

Rosin has been fairly active and has advanced, closing at \$2 55 for strained. Spirits Turpentine has declined, but closes very firm with only about one hundred barrels in yard, and the business entirely in small lots from store at 58@60c. Petroleum early in the week declined, but later on a better speculative demand prices advanced, closing at 24½c. for refined on the spot, and 14½c. for crude in bulk. Tallow has been active at ½c. advance, closing at 9@9½c.

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1871, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show *total values*, including the value of all other articles besides those mentioned in the table.

[illegible]

of letters to each one of the Southern States inquiring with regard to the extent of land put down to cotton and corn this year compared with last year, and the present condition of the crop. We have received very many replies, but not enough as yet to come to a definite conclusion for all the States. From Georgia and Alabama, however, our answers are more numerous, and enable us to reach what we believe to be reliable figures with regard to that section.

Georgia.—Cotton planting has decreased this year from 10 to 15 per cent, and corn planting has increased to just about the same extent. The present condition of cotton is very unfavorable; this is the unanimous opinion. One correspondent at Columbus says the "continued excessive rains and cold frosty nights have created a necessity for replanting many cotton fields, and some of them will have to be replanted the third time. On high dry uplands, where a partial stand was obtained, the plant looks sickly and stunted; on bottom lands we hear of no good stands as yet." Another correspondent at Macon writes that "the cotton on the gray lands has been considerably damaged by the late cold and rainy weather, while on the red lands it has fared somewhat better, but is overrun with grass." These extracts contain (as to the condition of the crop) the substance of all the letters we have received from the State. Another important point upon which all agree is that not exceeding twenty-five per cent of the fertilizers purchased last year have been purchased this year.

Alabama.—The estimates received as to the decreased cotton planting are wider for Alabama than for Georgia, some of them reaching as high as twenty-five per cent decrease. The best opinion, we think, would put it at about an average of 15 per cent. Corn planting has increased about 20 per cent. The present condition of the plant is very similar to its condition in Georgia. A correspondent at Montgomery, who has kept a rain gauge for several years, gives the following statement of the rain fall this year and last year:

	1870.	1871.		1870.	1871.
January fall of rain....	5.35	6.15	April fall of rain.....	3.63	12.40
February fall of rain....	5.45	8.57	May to the 15th.....	0.30	5.85
March fall of rain.....	4.60	11.00			
Total.....				19.52	43.97

We have here an increase this year of 24.45 inches since the first of January. If to these figures we add a temperature some of the time below freezing, we shall reach a correct conclusion as to the present condition of the crop throughout the State. As to fertilizers used, there is the same decrease noticed for Georgia.

We shall next week hope to receive our advices from all the other States, and shall in the end be able to make up a table of general results.

It is hardly necessary to warn our readers against drawing the conclusion from the above that there is to be a very small cotton crop this year. A few weeks of clear, warm, dry weather would make a very material, and we might almost say an absolute change. All that can be said is that the planting has decreased about 15 per cent in these States; that the fertilizers used do not exceed a quarter of the amount sold last year, and the present condition of the plant is bad.

SURPLUS FOR EXPORT.—In view of the unfavorable reports with regard to the growing crop which have up to this week been received, it becomes of special interest to know what is the balance of last year's growth we still have for export. We gave some figures on this point several weeks since, but a fuller statement will show the following result:

Estimated crop, as per CHRONICLE of April 29.....	4,185,000
Stock on hand Sept. 1, 1870.....	59,747
Total supply.....	4,244,747
Consumed by spinners, North, estimated for year.....	806,000
Consumed by spinners South.....	95,000
Exported to May 13, 1871.....	2,763,236
Foreign engagements May 13.....	275,000—3,939,236

Total surplus for export and stocks at end of year..... bales 305,511

We see here that there remains for export and stocks at the end of the year only 305,511, in case the crop reaches 4,185,000 bales. The consumption of Northern spinners we have estimated at the same figure as last year. Should they see any reason for stocking up towards the close of the season, there would be just so much less left for export. These figures would not appear to afford much encouragement to those who are operating for a decline.

GUNNY BAGS, BAGGING &c.—The market for cloth has again become very quiet, and prices, though as before quoted, are entirely nominal. Bags show no improvement in either price or demand. No sales of lots are reported. Hemp has been more active for Manila, and prices are in seller's favor. Sales are 500 bales on spot at 10½c, 2,500 bales at 11c and 500 bales inferior ex "Glenlyon" at 10½c, all gold. In other kinds we note no business. Jute is dull at 5½@6½c gold, as to quality. Jute Butts are in fair demand and the close is firmer—held at 4½c. The sales are 1,050 bales on the spot at 4½@4¾c currency, the sales early in the week were at 30 days, but to-day were cash.

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and shipments for the week, and stock to-night and for the corresponding week of 1870:

	—Week ending May 19, 1871.—			—Week ending May 19, 1870.—		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	845	1,673	13,880	941	2,017	13,432
Columbus.....	179	1,214	3,597	373	1,367	7,031
Macon.....	250	813	3,020	639	1,057	8,075
Montgomery.....	434	656	4,500	393	763	5,885
Selma.....	213	450	1,811	341	566	4,100
Memphis.....	3,282	8,941	10,531	3,840	4,526	15,888
Nashville.....	965	1,732	1,563	1,793	1,956	4,935
	6,168	15,490	38,911	8,325	11,932	59,336

These totals show that the interior stocks have decreased during the week 10,875 bales (being now 20,415 bales less than for the same period of last year), while the aggregate receipts are 2,157 bales less, and the shipments 3,547 bales more than for the corresponding period of 1870.

VISIBLE SUPPLY OF COTTON.—The following table shows the quantity of cotton in sight at this date of each of the two past seasons:

	1871.	1870.
Stock in Liverpool.....	937,000	590,000
Stock in London.....	91,545	32,983
Stock in Glasgow.....	700	300
Stock in Havre.....	29,920	86,530
Stock in Marseilles.....	15,600	12,550
Stock in Bremen.....	51,822	19,103
Stock rest of Continent.....	35,000	30,000
Afloat for Great Britain (American).....	260,000	122,000
Afloat for France (American and Brazil).....	42,500	69,000
Afloat for Bremen (American).....	41,972	23,467
Total Indian Cotton afloat for Europe*.....	315,333	197,000
Stock in United States ports.....	335,792	317,549
Stock in inland towns.....	38,911	59,336

Total..... 2,196,100 1,559,888
* This item includes all India cotton afloat for Europe, and also all cotton afloat for Liverpool other than American.

These figures indicate an increase in the cotton in sight to-night of 636,212 bales compared with the same date of 1870.

The exports of cotton this week from New York show an increase since last week, the total reaching 13,095 bales, against 17,844 bales last week. Below we give our table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1870; and in the last column the total for the same period of the previous year:

Exports of Cotton (bales) from New York since Sept. 1, 1870

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	April 22.	April 29.	May 6.	May 13.		
Liverpool.....	22,340	12,691	13,880	11,935	596,660	236,537
Other British Ports.....	64	.....	.....	22	12,138	964
Total to Gt. Britain	22,404	12,691	13,880	11,957	548,798	237,531
Havre.....	.....	493	1,125	445	4,847	17,438
Other French ports.....	.....	.....	.....	205	605	3
Total French.....	.....	493	1,125	650	5,452	17,486
Bremen and Hanover.....	842	.....	.....	380	20,409	35,163
Hamburg.....	.....	113	2,839	96	6,690	17,536
Other ports.....	.....	.....	.....	.....	24,306	4,863
Total to N. Europe	842	113	2,839	488	51,575	57,561
Spain, Oporto & Gibraltar &c.....	.....	.....	.....	.....	2,363	1,800
All others.....	.....	.....	.....	.....	763	.....
Total Spain, &c......	.....	.....	.....	.....	3,126	1,800
Grand Total	22,246	13,297	17,844	13,095	608,951	334,377

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, 1869:

RECEIPTS FROM—	NEW YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	337	117,582	.....	33,143	.....	5,287	.....	496
Texas.....	1,292	32,329	.....	11,359	.....	766	.....	766
Savannah.....	1,511	173,800	.....	36,826	344	13,976	146	13,964
Mobile.....	537	10,562	.....	7,611	.....	.....	.....	433
Florida.....	36	1,585	.....	.....	.....	.....	.....	.....
South Carolina.....	1,312	129,885	771	4,781	50	7,667	300	12,311
North Carolina.....	115	5,568	.....	620	54	4,904	14	5,377
Virginia.....	1,842	189,979	530	51,248	.....	69	200	51,536
North'n Ports.....	313	13,425	916	78,838	.....	.....	369	863
Tennessee, &c.....	5,278	229,333	15	15,165	875	14,463	550	31,714
Foreign.....	.....	.....	.....	210	.....	.....	.....	52
Total this year	12,673	958,722	2,222	239,851	1,589	47,102	1,479	116,736
Total last year	13,979	632,006	3,272	190,792	203	42,881	856	84,640

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 73,051 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests up to last Saturday night:

	Total bales.
New York.—To Liverpool, per steamers City of Washington, 608....	.....
Colorado, 1,396.... Java, 951.... Holland, 2,497.... France, 2,028....	.....
City of Brooklyn, 745.... Abyssinia, 954.... per ships Prince Patrick, 1,035.... Glensack, 1,711....	11,965
To London, per steamer Roxana, 22....	22
To Continent via Glasgow, per steamer Caledonia, 96....	96
To Havre, per bark Geo. Henry, 445....	445
To Marseilles, per bark Lucy Francis, 205....	205
To Bremen, per steamers Bremen, 181.... Hermann, 199....	380
To Hamburg, per steamer Thuringia, 12....	12
NEW ORLEANS.—To Liverpool, per steamer Darien, 2,156 and 6 bags....	.....
per ships Melrose, 3,027.... Tecumseh, 3,810.... per barks Stormy Petrel, 1,370.... Robt. Bock, 1,776....	12,141
To Cork, for orders, per ship Gettysburg, 3,247.... per bark Valmyrien, 1,050....	4,297
To Queenstown, per bark Sheffield, 1,833....	1,833
To Havre, per ship Tranquebar, 4,010.... Dr. Barth, 1,597.... per bark Celeste, 1,932....	7,769

To Bordeaux, per bark Emile Irma, 165.	163
To Cotte, per bark Pasquale Ajello, 8.	5
To Bremen, per steamer Kola, 1,770.	1,770
To Amsterd., per bark Stortius, 1,559.	1,559
To Antwerp, per ship Dagmar, 1,537.	1,537
To Cronstadt, per bark Mary Ann, 749.	749
To Barcelona, per barks Olympia, 1,260. Magdalena, 875. Numancia, 519.	2,354
To Vera Cruz, per schooner Linda, 271.	271
MOBILE.—To Liverpool, per ships E. C. Scranton, 3,444. Canterbury, 3,695.	8,843
TO AMSTERDAM, per schooner Chas. S. Baylis, 1,200.	1,200
CHARLESTON.—To Liverpool, per ship Missouri, 2,161 Upland and 216 Sea Island.	2,377
To Barcelona, per brig Isabella, 300 Upland.	300
SAVANNAH.—To Liverpool, per ship Taber, 3,908 Upland and 3 Sea Island.	3,911
To Queenstown, for orders, per ship Albert Edward, 2,800 Upland.	2,800
To Havre, per bark J. M. Morales, 1,250 Upland and 31 Sea Island.	1,281
To Bremen, per ship John Bunyan, 2,065 Upland.	2,065
To Antwerp, per brig Watch, 924 Upland.	924
TEXAS.—To Amsterdam, per bark Garis, 729.	729
BALTIMORE.—To Liverpool, per bark Belg., 897.	897
BOSTON.—To Liverpool, per steamer Siberia, 169.	169
To British Provinces, 2.	2

Total.....

73,051

The particulars of these shipments, arranged in our usual form are as follows:

	Liver-	Cork.	Queens-	Lon-	Mar-	Bor-	Men-	Total.
	pool.		town.	don.	seilles.	deaux.		
New York.....	11,935			22	445	305	380	13,095
N. Orleans.....	12,141	4,297	1,853		7,769	165	1,770	34,458
Mobile.....	8,843							10,043
Charleston.....	2,377							2,677
Savannah.....	3,911		2,800		1,281		2,065	10,381
Baltimore.....	897							897
Boston.....	169							171

Total..... 40,273 4,297 4,653 22 9,495 205 165 4,215 73,051
Included in the above totals are from New York 96 bales to Continent via Glasgow, and 12 bales to Hamburg; from New Orleans, 3 bales to Cotte, 1,559 bales to Amsterdam, 1,537 bales to Antwerp, 749 bales to Cronstadt, 2,354 bales to Barcelona, and 271 bales to Vera Cruz; from Mobile, 1,300 bales to Amsterdam; from Charleston, 300 bales to Barcelona; from Savannah, 924 bales to Antwerp; from Texas, 729 bales to Amsterdam; from Boston 2 bales to other British Provinces.

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 111½ and 112½, and the close was 112. Foreign Exchange market remains firm. The following were the last quotations: London bankers', long, 110½@110¾; short, 110¼@111, and Commercial, 110¼@110½. Freights closed at ¼d. by steam and 9-32@11-32d. by sail to Liverpool.

BY TELEGRAPH FROM LIVERPOOL.—Liverpool, May 19, 5 P. M.—The market opened quiet and steady and closed a shade easier, with sales of the day footing up 12,000 bales, of which 3,000 bales were taken for export and speculation. The sales of the week have been 106,000 bales, of which 19,000 bales were taken for export and 2,000 bales on speculation. The stock in port is 937,000 bales, of which 562,000 bales are American. The stock of cotton at sea bound to this port is 64,000 bales, of which 260,000 bales are American.

	April 28.	May 5.	May 12.	May 19.
Total sales.....	81,000	82,000	78,000	106,000
Sales for export.....	15,000	17,000	13,000	19,000
Sales on speculation.....	8,000	11,000	10,000	22,000
Total stock.....	951,000	994,000	966,000	937,000
Stock of American.....	562,000	607,000	592,000	562,000
Total afloat.....	416,000	400,000	429,000	454,000
American afloat.....	267,000	230,000	240,000	260,000

The following table will show the daily closing prices of cotton for the week:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Mid. Uplands.....	7½@7½	7½@7½	7½@7½	7½@7½	7½@7½	7½@7½
" Orleans.....	7½@7½	7½@7½	7½@7½	7½@7½	7½@7½	7½@7½
" Up. to arrive.....	7½@7½	7½@7½	7½@7½	7½@7½	7½@7½	7½@7½

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of May 6, states:

LIVERPOOL, May 6.—The following are the prices of American cotton compared with those of last year:

	Ord. & Mid.	Fair & G'd fair.	G'd & fair.	Same date 1870.
				Mid. Fair. Good.
Sea Island.....	23	28	33	19
Stained.....	13	18	21	19

	Ord. G.	Ord. L.	Mid.	Mid. G.	Mid. M.F.	Mid. G.	Mid. M.F.
Uplands.....	6	6½	6½	7-16	7½	8	11½
Mobile.....	6	6½	6½	7-16	7½	8	11½
N. Orleans & Texas.....	6	6½	7½	7-9-16	8	8½	11½

The following are the prices of middling qualities of cotton at this date and at the corresponding periods in the three previous years:

	1868.	1869.	1870.	1871.	1868.	1869.	1870.	1871.
Midland.....	d.	d.	d.	d.	d.	d.	d.	d.
Sea Island.....	27	26	19	23	Pernambuco.....	12½	11½	11½
Upland.....	12½	11½	10½	7-16	Egyptian.....	10½	10½	9½
Mobile.....	12½	11½	11	7-16	Broach.....	9½	8½	8½
Orleans.....	12½	12	11-16	7-16	Dholerah.....	9½	8½	8½

Since the commencement of the year the transactions on speculation and for export have been:

	Taken on spec. to this date.	Actual exp. from Liv. Hull & other ports to date.	Actual exp't from U.K. in 1870.
	1871.	1871.	1870.
American.....	58,990	88,710	82,750
Brazilian.....	3,800	6,460	14,140
Egyptian.....	3,700	4,260	10,530
W. Indian.....	1,010	730	300
E. Indian.....	26,430	61,270	159,710
Total.....	93,430	158,430	267,430

The following statement shows the sales and imports of cotton for the week and year, and also the stocks on hand on Thursday evening last:

	Sales, etc., of all descriptions.	Total.	Same period.	Average.
	Ex. Specula- tion.	tion.	year.	1870. 1871. 1870.
American.....	39,230	6,150	6,050	51,430
Brazilian.....	3,800	3,290	10,110	77,590
Egyptian.....	3,700	3,000	10,110	77,590
W. Indian.....	283	60	2,720	58,090
E. Indian.....	7,910	7,990	1,750	17,650
Total.....	54,310	17,530	10,900	82,630

	Imports.	Stocks.
	To this date.	Same date.
	1871.	1870.
American.....	91,045	1,333,694
Brazilian.....	4,130	171,668
Egyptian.....	4,910	134,567
W. Indian.....	1,542	37,135
East Indian.....	7,237	214,311
Total.....	109,021	1,883,070

Of the present stock of cotton in Liverpool 61 per cent is American against 62 per cent last year. Of Indian cotton the proportion is 13 per cent, against 18.50 per cent.

LONDON, May 6.—The demand has been irregular, but at the close the market is somewhat firmer. The following are the particulars of import, deliveries and stocks:

	1869.	1870.	1871.
	bales.	bales.	bales.
Imports, January 1 to May 4.....	99,164	46,687	93,896
Deliveries.....	170,072	135,948	70,174
Stocks, May 4.....	74,321	32,983	91,545

BREADSTUFFS.

FRIDAY P. M., May 19, 1871.

The market has shown a slight upward tendency in Flour and Wheat, but in the coarser stuffs prices have been irregular, the whole closing unsettled.

Flour has come forward freely by rail, and there is an unusually large quantity on the canal, destined for tide-water, but prices have been ruling for some time below the relative value of wheat, and this induced some speculation, which, together with an improved demand for Great Britain and the British Provinces, caused an advance in the low grades of State and Western brands. In the course of Tuesday, Wednesday and Thursday the sales of common shipping extras alone reached about 30,000 bbls., commencing at \$6@6 20, and closing at \$6 30@6 50, with better grades at \$6 60@6 65. Some of the medium grades experienced a partial advance. Superfine flours have been in brisk request, and family flours have done better; so that the whole range of quotations advanced. Southern flours have remained quiet. Rye flour dull. Corn Meal, at some decline, has sold freely, including 1,500 bbls. Southern and Brandywine at \$4 10@4 20. To-day the demand was less active, but prices ruled very firm.

Wheat has arrived but moderately by rail or by canal, while the impatience or necessity of shippers has induced them to buy more freely, paying daily a slight advance; No. 2 Spring selling from \$1 54 on Tuesday up to \$1 58 at the opening to-day, on the spot, and \$1 52@1 54 for June arrivals. Holders have been favored by an advance abroad and a higher gold premium, which have been offset by an advance to 9d. for freight to Liverpool by steam. At the close of to-day's market the tone was less buoyant, under a partial decline abroad, and increased receipts at Chicago and Milwaukee, and leading shippers bid only \$1 56 for No. 2 Spring, and three boat loads sold, for early arrival, at \$1 55.

Corn has been dull, and in the past few days prices have declined 4c., closing at 75@76c. for Mixed, and 76@77c. for Yellow Western, at which there is some revival of export demand. Rye has remained without essential change. Barley quiet, the stock being exhausted. Barley Malt closes firmer. Oats met with a speculative demand—prime Western sold at 66½@67 in store, with choice White Ohio 72c delivered, but the close was very dull. Canada Peas scarce, and quoted \$1 15 in bulk in bond.

The following are the closing quotations:

	Flour—	Wheat, Spring, bush.....
Superfine.....	\$ 75@6 15	\$1 35@1 37
Extra State.....	6 40@6 60	Red Winter.....
Extra Western, com- mon.....	6 30@6 65	Amber do.....
Extra and double extra Western & St. Louis.....	6 75@9 00	White.....
Southern shipp'g extras and family brands.....	7 00@7 35	White California.....
Rye Flour, super & extra.....	7 75@9 25	Corn, Western Mix'd.....
Corn Meal, Western and Southern.....	5 00@6 10	Yellow, new.....
		White.....
		Rye.....
		Oats.....
		Barley.....
		Malt.....
		Peas, Canada.....

The movement in breadstuffs at this market has been as follows:

	RECEIPTS AT NEW YORK.	EXPORTS FROM NEW YORK.
	For the week.	For the week.
Flour, bbls.....	73,166	1,099,171
C. meal.....	2,927	92,364
Wheat, bush.....	442,951	2,006,004
Corn.....	229,505	4,211,090
Rye.....	7,677	23,147
Barley, &c.....	18,579	309,382
Oats.....	142,120	1,363,555

The following tables, prepared for THE CHRONICLE by Mr. E. H. Walker, of the New York Produce Exchange, show the Grain in sight and the movement of Breadstuffs to the latest mail dates:

	RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING MAY 13, 1871.	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
		bbls.	bush.	bush.	bush.	bush.	bush.
Chicago.....	26,421	99,455	588,979	118,038	10,550	10,768	
Milwaukee.....	19,435	345,627	1,120	7,649	438	3,143	
Toledo.....	13,648	71,665	155,778	59,915	300	1,173	

Detroit.....	14,976	26,953	14,182	18,472	3,062	2,148
Cleveland.....	5,000	26,850	10,450	78,607	8,052	2,058
St. Louis.....	22,550	66,765	146,159	78,607	8,052	2,058
*Duluth.....	.....	.....	.....	.....	.....	.....
Totals.....	101,900	637,545	916,661	288,681	22,322	19,288
Previous week.....	99,048	569,353	940,613	250,195	31,739	15,768
Correspond'g week.....	70, 103,713	971,271	632,456	380,131	33,668	21,612
".....	69, 112,978	716,673	616,527	368,061	7,019	12,243
".....	68, 87,062	730,018	673,254	301,317	5,094	6,613
".....	67, 72,041	308,387	1,050,798	322,676	26,697	20,622

* No report yet.

COMPARATIVE AGGREGATE RECEIPTS OF FLOUR AND GRAIN at the same ports from Jan. 1 to May 13, inclusive, for four years.

	1871.	1870.	1869.	1868.
Flour, bbls.....	1,582,419	1,774,539	2,338,873	1,899,577
Wheat, bush.....	8,303,317	8,467,084	8,312,801	5,489,307
Corn, bush.....	13,054,321	6,996,168	10,680,000	11,201,534
Oats, bush.....	3,994,543	3,412,130	4,016,365	3,565,634
Barley, bush.....	683,293	722,110	488,109	414,181
Rye, bush.....	366,508	291,589	506,457	304,719
Total grain, bush.....	26,300,979	19,889,031	23,900,732	20,875,975

SHIPMENTS OF FLOUR AND GRAIN from Chicago, Milwaukee, Toledo, Cleveland and St. Louis for the week ending May 13, 1871:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending May 13, '71.....	91,883	1,220,828	1,135,437	236,232	10,735	10,556
Week ending May 6, '71.....	96,842	922,828	1,271,765	229,084	17,605	21,963
*Week ending May 13, '70.....	96,955	1,380,707	483,121	164,051	21,752	4,692
*Week ending May 6, '69.....	113,291	567,821	421,859	350,266	1,450	24,423

* St. Louis not included.

COMPARATIVE SHIPMENTS from the same ports from Jan. 1 to May 13, inclusive, for four years.

	1871.	1870.	1869.	1868.
Flour, bbls.....	1,354,186	1,262,451	1,744,453	.....
Wheat, bush.....	7,469,285	6,438,012	4,626,983	.....
Corn, bush.....	11,100,022	3,741,233	6,170,964	.....
Oats, bush.....	1,895,762	1,155,577	2,304,293	.....
Barley, bush.....	330,764	262,887	171,964	.....
Rye, bush.....	147,494	131,479	460,250	.....
Total.....	30,943,297	11,729,188	13,634,454	.....

NOTE.—St. Louis included only from March 24, and not included in previous years.

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING MAY 13, 1871.

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	17,837	423,518	218,526	163,625	12,699	2,000
Boston.....	32,717	10,378	45,012	23,476	4,466	400
Montreal.....	26,108	41,439	68,835	275	400	4,000
Philadelphia.....	15,310	11,300	81,900	37,900	.....	.....
Baltimore.....	19,972	27,000	14,000	25,000	.....	.....
New Orleans.....	27,680	.....	145,772	58,768	.....	.....
Total.....	193,624	923,635	574,045	309,044	17,565	6,400
Previous week.....	161,499	530,821	565,402	231,328	20,892	8,214
Week ending April 29, 1871.....	187,944	434,775	590,589	304,138	13,976	3,806
Week ending April 22, 1870.....	152,018	211,965	746,168	314,425	14,375	1,300
Week ending April 15, 1869.....	160,343	243,804	861,776	252,877	24,300	1,829
Week ending April 8, 1868.....	120,684	227,146	699,544	178,852	50,358	700

RECEIPTS at the same ports, excepting New Orleans, from Jan. 1 1871:

Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
2,443,453	4,319,775	8,543,343	3,015,043	435,593	56,938
Total Grain.....	bushels.	16,370,681	.....	.....	.....

THE VISIBLE SUPPLY OF GRAIN, including stocks in store at the principal points of accumulation, and the amount in transit by rail and on lakes and on New York canals, May 13, 1871:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.
In store at New York.....	312,758	169,808	294,926	33,770
In store at Albany.....	.....	30,000	55,000	16,000
*In store at Buffalo.....	889,200	606,600	240,800	900
In store at Chicago.....	533,388	696,578	273,758	146,211
In store at Milwaukee.....	938,000	.....	.....	.....
In store at Duluth.....	224,721	168,878	73,690	1,382
In store at Detroit.....	99,833	11,086	30,474	1,500
In store at Oswego.....	309,778	25,737	800	15,927
In store at St. Louis.....	28,308	64,055	15,013	419
In store at Boston.....	.....	129,423	109,621	27,599
*In store at Toronto.....	May 1, 110,345	.....	44,225	53,904
In store at Montreal.....	600,000	.....	.....	7,500
*In store at Philadelphia.....	85,000	65,000	60,000	.....
*In store at Baltimore.....	70,000	50,000	40,000	.....
Rail shipments for week.....	47,029	265,979	110,025	10,711
Water shipments for week.....	1,203,799	869,478	146,307	15
On New York Canal.....	944,400	977,296	73,450	31,007
Total in store and in transit May 13, '71.....	6,312,259	4,129,918	1,568,039	236,772
" " May 6, '71.....	7,071,361	4,809,725	1,836,630	415,229
" " May 14, '70.....	6,861,433	1,454,212	1,481,201	305,941
" " April 29, '71.....	6,995,680	4,009,645	2,017,304	410,183
" " April 22, '71.....	7,065,436	3,867,865	2,251,058	462,222

* Estimated.

* Boston, Toronto, Montreal, Philadelphia, Baltimore and Albany not included.

GROCERIES.

FRIDAY EVENING, May 19, 1871.

The market continues in about the same general condition noted for a week or two past, with values scarcely changed and the supplies as a rule fair. Coffee is in a very sluggish state, and probably the most unsatisfactory to owners on the list, and the movement in sweets has fallen off somewhat, owing mainly however to the filling of pressing orders, as holders are firm and refuse to name concessions on their goods. Interior buyers commence to drop in here and there, but they appear to be merely looking

around as yet, and afford no indications of their projected movements. Mail orders are fair in the aggregate, but in most cases the call is for small invoices to carry buyers along for a week or two, until they are prepared to attend personally.

The entries direct for consumption, and the withdrawals from bond, showing together the total thrown on the market for the week, were as follows:

Tea, black.....	7,994 pkgs.	Laguayra.....	332 bags.	Sugar, Brazil.....	..... bags.
Green.....	1,150 pkgs.	Other.....	1,350 bags.	Manilla, &c.....	..... bags.
Japan.....	5,912 pkgs.	Sugar, Cuba.....	12,287 bags.	M'las, &c.....	..... bags.
Various.....	3,340 pkgs.	Cuba.....	7,895 hhd.	Porto Rico.....	3,130 hhd.
Coffee, Rio.....	6,314 bags.	Porto Rico.....	491 hhd.	Demerara.....	..... hhd.
Java.....	2,280 mats.	Other.....	1,615 hhd.	Other.....	39 hhd.
Maracaibo.....	2,145 bags.	*Hhds. include bbls. and tea, reduced to 100 lbs. each.	.....	.....	.....

Imports this week at this port have included 10,554 bags of Rio Coffee, 4,183 do. of Singapore, 1,469 do. of St. Domingo, and 1,530 do. of sundry kinds. The receipts of Sugar are 12,753 boxes, 16,845 hhd., and 38,710 bags. Of Molasses 7,732 hhd. have arrived. In Tea the imports are 1,303,818 pounds of Japan and 503,579 pounds of Black.

The stocks in New York at date, and imports at the five leading ports since Jan. 1, 1871, are as follows:

	Stocks in New York at date.	Imports at leading ports since January 1, 1871.
Tea.....	1871. 1870.	1871. 1870.
Black.....	27,914,351	28,911,712
Green.....	10,227	2,426
Japan.....	73,916	666,478
Coffee, Rio.....	37,789	217,495
Coffee, other.....	66,035	105,030
Sugar.....	50,074	199,788
Sugar.....	212,068	305,468
Molasses.....	6,106	19,448

TEA.

About the only change in the market is the development of an increased and comparatively general demand for the long neglected Japans, with quite a liberal business consummated. Blacks have been a little slow, but Greens fairly active, and on all grades full former rates were as a rule obtained without difficulty. Taken altogether the market seems to be in a rather more healthy condition than at the date of our last, and importers speak somewhat hopefully of a continuation of the inquiry on a steady level for several weeks. Jobbers have distributed fair amounts, but mainly in small lots, as consumers and small dealers find it difficult to depart from the old cautious manner of operating merely to the extent of positive wants. Sales of 5,500 Greens; 1,000 Oolongs; 1,800 Souchongs, and 9,500 Japans, besides about 12,000 pkgs. to arrive, the particulars of which are not generally made public, but supposed to be about one-third Oolong and the balance Japans.

The imports this week include 355,972 pounds of Japan Tea, per "Belld Will," from Yokohama; 380,027 lbs. of do. per "G T Ray," from the same port, and 503,579 lbs. of Black, per "Glammorganshire," from Foo Chow. The following table shows the imports of Tea into the United States (not including San Francisco), from January 1 to date, in 1871 and 1870:

	Black.	Green.	Japan.	Total.
1871.....	12,019,365	5,262,572	2,849,339	20,131,276
1870.....	11,810,317	10,429,055	4,672,329	26,911,701

The indirect importations, including receipts by Pacific Mail steamers via Aspinwall, have been 10,327 pkgs. since January 1, against 31,496 last year. The receipts of Tea overland by railroad have this week amounted to 639 pkgs.

COFFEE.

We do not discover that this market has undergone any very decided variation on the general position since our last report, except that the slight hopes of an improvement in business previously entertained have not been realized, and the whole tone is flat and dispiriting. It is not only importers and jobbers at this point who complain of the dullness, but the same condition of affairs appears to prevail throughout the country, and there is a growing impression that either the accumulations in the interior were greatly underestimated, or a system of caution and economy has greatly reduced the consumption. Goods certainly appear to be offered cheap enough, and some of them at a great loss, but not an invoice has been taken for weeks, except a positive outlet had already been secured in the way of smaller parcels. The arrivals of Brazil have not been heavy, but in the absence of a countervailing demand the stock in first hands has increased, and the assortment is also better. Holders offer their samples at former rates, and are not disposed to allow slight favors to buyers who will operate with freedom, but there is a refusal to grant any further decided concessions, as recent telegrams from Rio Janeiro still indicate light shipments and a range of cost leaving a considerable margin of loss on cargoes laid down here at the prices now to be obtained. At the outports the movement has not been very heavy, but there is still quite a number of little invoices selling to interior buyers in direct competition with New York. Java shows no new features, prices remaining about as before, and a fair amount of stock going to consumers from second hands. West India descriptions are dull, the recent purchases having about met the urgent wants of the trade, and though values are nominally unchanged, there is a tame feeling and many importers are anxious to realize on their pretty large stocks. Sales here of 5,570 bags Rio and 900 bags Santos, 2,000 bags Ceylon, 1,800 bags Costa Rica, 750 bags Maracaibo, 500 bags St. Domingo, and 1,050 bags St. Domingo were shipped from first hands to Europe. Sales at Baltimore of 5,400 bags Rio, and at New Orleans of 2,125 bags do.

Imports this week have included 8,140 bags Rio Coffee, by "Rex" and "E Shun;" 625 do Savanilla, by "Branch;" and "Elizabeth;" 4,183 do Singapore by "Sallie Brown;" 1,469 do St. Domingo, by "Ben Bolt" and "H H Thompson," and 905 do sundry kinds by the "Ocean Queen."

The stock of Rio May 18, and the imports since Jan. 1, 1871, are as follows:

	New York.	Phila.	Balti.	New Savan.	Cal.	Total.
In Bags.....	73,916	32,448	9,915	10,861	4,100	129,240
Stock.....	23,468	9,586	2,000	5,000	4,461	44,455
Same date 1870.....	270,812	14,408	118,012	42,919	7,900	446,051
" " in 1870.....	225,188	.....	185,128	76,602	20,402	5,045

Of other sorts the stock at New York, May 18, and the imports at the several ports since January 1, 1871, were as follows:

	New York.	Boston.	Phila.	Balti.	N. Ori.	Stock.
In bags.....	73,916	45,534	1,062	.....	.....	120,512
Java and Singapore.....	7,290	6,510	.....	.....	.....	13,800
Ceylon.....	7,708	21,842	.....	.....	.....	29,550
Maracaibo.....	1,450	18,920	.....	.....	.....	20,370
Laguayra.....	1,153	39,629	4,283	9,706	.....	46,171
St. Domingo.....	1,419	37,612	542	714	1,400	42,287
Other.....	.....	.....	.....	.....	.....	.....
Total.....	87,789	148,454	48,049	12,282	1,400	210,974
Same time, 1870.....	14,977	117,765	41,960	5,929	5,478	181,209

* Includes mats, &c., reduced to bags.

SUGAR.

The check to the buoyancy on Raws noted last week has finally developed into rather a tame feeling, and at almost any time since our latest preceding report a concession would have been necessary in order to sell with any ease or freedom. The falling off in the demand for their production reduced the wants of refiners in some cases to almost nothing, as they found supplies from old purchases still on hand, notwithstanding the attempts made to keep operations strictly within the margin of actual necessity, and neither the trade or speculators coming to the relief, business assumed small proportions, with the usual slack tone always noticeable on such occasions, but more especially after values have been previously on the advance. We do not discover, however, that importers have lost any confidence, or for that matter buyers, as purchases have been made for next month's delivery on a basis fully equal to ruling values at present. The crop is undoubtedly short, the wants of consumers in all probability likely to reach nearly an average, and though the arrivals just now are rather larger and the stock increasing, there is thought to be no danger of an over-stock unless, indeed, values should be run up high enough to attract supplies from unusual sources. The offerings during the week were at no time large, and embraced few samples of goods in store, sellers preferring to negotiate on landing parcels. Refined goods have moved with much less freedom than last week, and with the production overrunning the outlet, values decreased, with quite a competition at times shown by the various companies to get rid of their surplus. All grades are now available, and selections comparatively easy, though at the close the feeling is again quite firm. The sales of Raw embrace 3,881 hhds. Cuba, 1,292 hhds. Porto Rico, 250 hhds. Demerara, 200 hhds. St. Croix, 50 hhds. English Island, &c., 22 hhds. New Orleans, 60 hhds. and 270 ceroons St. Domingo, and 6,408 boxes Havana.

Imports at New York, and stock in first hands, May 18, were as follows:

	Cuba, bxs.	Cuba, hhds.	P. Rico, hhds.	Other Brazil, hhds.	Manilla, &c., baga.	Melado, baga.	hhds.
Imports this week...	12,758	1,292	2,587	881	5,700	35,010	1,077
since Jan. 1	129,618	97,453	10,143	21,768	31,735	205,119	21,292
" same time '70	117,894	129,516	13,372	14,760	54,358	146,632	11,628
Stock in first hands...	46,055	50,074	92,481	212,068	4,302		
Same time 1870	103,430	98,089	101,194	335,468	2,520		
" 1869	135,008			101,194	1,653		

MOLASSES.

There has been some increase of the arrivals of foreign but largely on direct consignment to consumers, or of an undesirable quality, and the market obtains no relief. Grocers and refiners are very well represented, and really seem not only willing but anxious to operate with a fair amount of freedom, could they find the necessary assortment from which to make their selections, but importers have nothing of consequence now to offer, and expect few lots to arrive, which keeps business within a narrow channel. On desirable goods the feeling is, of course, very firm, and most of the trade have recently advanced quotations, even on medium stock, as this begins to attract attention in the absence of anything better. Domestic has met with a few spasmodic calls, principally on the fine and fancy qualities, and these commanded full rates, but the supply is so unusually large that holders are unable to gain a decided advantage. Syrups have sold with less general freedom, though commanding previous rates, but Sugar House Molasses finds an outlet about as fast as produced, and is very firm at 20c. in hhds., and 24c. in bbls. Sales of 618 hhds. Cuba Muscovado; 550 hhds. Cuba Clayed; 555 hhds. Porto Rico; 225 hhds. Barbadoes; and 550 bbls. New Orleans.

The receipts at New York, and stock in first hands, May 18, were as follows:

	Cuba, bxs.	P. Rico, hhds.	Demerara, hhds.	Other hhds.	N. O. bbls.
Imports this week...	4,546	1,132	1,447	34	35,280
since Jan. 1	47,776	9,225	1,447	34	35,280
" same time 1870	53,316	10,401	8,166	3,127	9,121
Stock in first hands...	4,656	1,227	228		3,300
Same time 1870	16,281	1,378	1,791		
" same time '69	9,137	475	4,077		600

Imports of Sugar & Molasses at leading ports since Jan. 1.

The imports of sugar (including Melado), and of Molasses at the leading ports from January 1, 1871, to date, have been as follows:

	Boxes.	Sugar, hhds.	Bags.	Molasses, hhds.
New York...	129,618	117,894	154,425	160,871
Boston...	17,770	16,025	39,640	36,083
Philadelphia...	17,385	16,966	25,472	35,575
Baltimore...	18,738	20,846	49,577	39,794
New Orleans...	15,278	15,389	8,343	1,910
Total...	199,738	187,130	260,862	272,303

*Including tierces and barrels reduced to hhds.

SPICES.

The market for wholesale parcels remains comparatively dull, and dealers do not appear to anticipate any immediate improvement in business, as the trade are fairly stocked and require few invoices, though in reality the general paucity of the supply in first hands is the main cause of the slow movement. Additional arrivals have recently taken place, but they were pretty much all previously sold, and made no actual increase of stock. Values continue to hold their own on all qualities, and in some cases are a trifle buoyant. Among the jobbers the reports do not indicate anything very large in the way of sales, but there is a fair retail distribution and full figures can be realized.

FRUITS, &c.

The foreign dried market continues to be a quiet one. Prices are comparatively lower than for many years, yet the trade have no confidence, and buy only such lots as they need for daily demands, and many of the jobbers who carry a little more than needed for present wants are underselling importers. Early in the week there was apparently more firmness in layer Raisins, but later again the market shows signs of weakness, and only jobbing lots can be sold at \$2 50; a lot of 1,000 boxes could probably be bought at \$2 45 if the offer was made. Currants are in light demand at about former prices, at which only small lots are changing hands. Prunes are dull and favor the buyer. Sardines have not been affected by the large sales of last week; they meet with only a fair demand at our quotations. Nuts are selling slowly; a good many have arrived in a poor and damaged condition, and find a sale only in the auction room, at from 50c. per lb. for walnut. Firecrackers are in steady though only moderate demand at our last prices. African Peanuts, on account of the scarcity and high prices of domestic, sell well.

Foreign Green are firmer for Oranges, and a good demand prevails. The offerings at auction have hardly kept up with the demand from jobbers. Lemons are in only fair demand, but prime November Cut are firm in price. At the auction sale to-day Palermo Oranges sold at \$4 45 @ 4 75 per box, and do. Lemons at \$3 50 @ 4 40. The supply of West India kinds is full. Pineapples come in freely, and sell at \$13 @ 14 per hundred. Baracoa Bananas are of better quality, and sell well at \$1 75 @ 2 25 from vessels. Baracoa Cocoanuts sell slowly at \$35 per thousand, and Carthagens are dull at \$35 per thousand.

Domestic dried apples have been firmer, owing to the purchasing last week to fill the California order, but at the close the market is very quiet, with many sellers and few buyers. Blackberries are now all out of second hands; the last lot of account brought 13 1/2 c.; since, they have sold at 14c. Peaches of all kinds are scarce, but in no demand; prices are nominal. Pitted cherries are firmer and in fair demand. Plums are dull. Raspberries are steady, but not active. Peanuts are again becoming more active, the stock in the hands of jobbers is becoming very low, and there is more inquiry from holders; the stock is said to be only one half of what it was last year.

Domestic green apples are firmer and in demand. The stock in icehouses is reduced to about 5,000 barrels, and sales are at \$7 50 for Russets. Cranberries are dull and without a price. Strawberries are in better supply from Maryland, and sell at 30 @ 30c. per quart for best.

ADVICES FROM PRODUCING MARKETS.

Tea. Messrs. Ang. Heard & Co.'s usual telegram, dated China, April 12, is without any fact regarding tea, as the season at all the ports has closed, and no further quotations or statistics may be looked for until the new season opens.

Date of sailing 1870-71.	Name of Vessel.	From.	Black. lbs.	Green. lbs.	Japan. lbs.	Total. lbs.
Jan. 31	Royal Minstrel	Yokohama	442,816		518,570	961,386
Jan. 31	Witch	Shanghai		288,145		288,145
Feb. 5	Soient	Yokohama		805,522		805,522
Feb. 5	Stephen Bishop	Whampoa	100,523			100,523
Feb. 6	E. Nicholson	Foochow	940,900			940,900
Feb. 7	Sea Serpent	Hong Kong	849,121			849,121
Feb. 15	John Nicholson	Shanghai	651,680			651,680
Feb. 17	Standard	Shanghai	19,758	655,308	35,337	704,399
Mar. 0	Lethair	Yokohama		332,000		332,000
Total known to be afloat			4,184,997	1,174,704	3,159,699	9,118,400

PRICES CURRENT.

The Following are Ruling Quotations in First Hands On the Purchase of Small Lots Prices are a Fraction Higher.

Tea.

	Duty paid	H. Sk. & Tw. Ex. f. to fine	Duty paid
Hyson, Common to fine	40 @ 35	do	55 @ 60
do Superior to fine	40 @ 35	Uncl. Japan, Com. to fair	55 @ 60
do Ex. fine to finest	40 @ 35	do	60 @ 70
Young Hyson, Com. to fair	40 @ 35	do Ex. f. to finest	75 @ 80
do do	40 @ 35	Oolong, Common to fair	45 @ 55
do Ex. fine to finest	40 @ 35	do Superior to fine	60 @ 75
Gunp. & Imp. Com. to fair	55 @ 70	do Ex. fine to finest	85 @ 125
do do	55 @ 70	Sou. & Cong. Com. to fair	45 @ 55
do Ex. fine to finest	55 @ 70	do	55 @ 75
Hyson Sk. & Tw. C. to fair	30 @ 40	do Ex. f. to finest	80 @ 125
do do	30 @ 40		

Coffee.

Rio Prime, duty paid	gold. 15 1/2 @ 15 1/2	Native Ceylon	gold. 15 1/2 @ 17
do good	gold. 15 1/2 @ 15 1/2	Maracabo	gold. 13 1/2 @ 17
do fair	gold. 13 1/2 @ 14 1/2	Laguaira	gold. 14 @ 16
do ordinary	gold. 13 @ 13 1/2	St. Domingo, in bond	gold. 9 1/2 @ 10
Jaya, mats and bags	gold. 13 @ 13	Jamaica	gold. 15 @ 15 1/2
do Brown	20 @ 22		

Sugar.

Cuba, Inf. to com. refining	9 1/2 @ 9	Hav. Box, D.S. Nos. 19 to 20	12 1/2 @ 13 1/2
do fair to good refining	9 1/2 @ 9 1/2	Havana, Box, white	12 1/2 @ 13 1/2
do prime	9 1/2 @ 9 1/2	Porto Rico, refining grades	9 @ 9 1/2
do fair to good grocery	9 1/2 @ 9 1/2	do do grocery grades	9 1/2 @ 10 1/2
do pr. to choice grocery	10 1/2 @ 10 1/2	Brazil, bags	8 1/2 @ 9 1/2
do centrifugal, hhds. & bxs.	9 1/2 @ 11	Manilla, bags	8 1/2 @ 9 1/2
do Melado	4 1/2 @ 7 1/2	White Sugars, A	6 @ 6 1/2
do molasses	8 1/2 @ 9 1/2	do do B	6 1/2 @ 7 1/2
Hav. Box, D. S. Nos. 19 to 20	12 1/2 @ 13 1/2	do do extra C	6 1/2 @ 7 1/2
do do	12 1/2 @ 13 1/2	Yellow sugars	10 1/2 @ 11 1/2
do do	12 1/2 @ 13 1/2	Crushed and granulated	13 @ 13 1/2
do do	12 1/2 @ 13 1/2	Powdered	13 @ 13 1/2

Molasses.

New Orleans new	40 @ 20	Cuba Clayed	25 @ 42
Porto Rico	40 @ 62	Cuba centrifugal	21 @ 31
Cuba Muscovado	37 @ 45	English Islands	25 @ 48

Rice.

Baggon, dressed, gold in bond 8 1/2 @ 3 1/2	Carolina (new)	8 1/2 @ 9 1/2
---	----------------	---------------

Spices.

Cassia, in cases	gold 31 @ 31 1/2	Pepper, in bond	(gold) 11 @ 11 1/2
Cassia, in mats	do 31 @ 31 1/2	do Singapore & Sumatra	16 @ 16 1/2
Ginger, Rags and Af (gold)	8 1/2 @ 10	Pimento, Jamaica	8 1/2 @ 9 1/2
Nutmegs	do 1 1/2 @ 1 1/2	do in bond	10 @ 10 1/2
Nutmegs, cases	8 @ 8 1/2	Cloves	do 11 1/2 @ 11 1/2
do cases Penang	8 @ 8 1/2	do in bond	do 6 @ 6 1/2

Fruits and Nuts.

Raisins, Seicenes, new	mat 5 30 @ 2 50	Brazil Nuts	7 1/2 @ 8
do Layer, 1870, box	3 45 @ 2 50	Pilberts, Sicily	15 @ 16
do Sultan, 1870	15 @ 16	do Barcelona	15 @ 16
do Valencia, 1870	11 @ 12	African Peanuts	1 1/2 @ 2 00
do London Layer	2 25 @ 2 50	Walnuts, Bordeaux	11 @ 12
Currants, new	8 1/2 @ 8 1/2	Macaroni, Italian	12 @ 13
Clifton, Layer	4 1/2 @ 4 1/2	Fire Crack, best No 1	3 1/2 @ 4 20
Prunes, French	9 1/2 @ 10	DOMESTIC DRIED FRUITS	
Prunes, Turkish	9 1/2 @ 10	Apples, State	5 1/2 @ 6
Prunes, French	9 1/2 @ 10	do Western	5 1/2 @ 6
Prunes, French	9 1/2 @ 10	do Southern, common	2 1/2 @ 3
Fig, Smyrna	13 @ 20	do prime	4 @ 4 1/2
Cherries, German	13 @ 20	do sliced	6 @ 9
Canton Ginger, cases	9 1/2 @ 10	Peaches, pared	15 @ 25
Almonds, Languedoc	19 @ 20	do unpared, qrs & hlv	9 @ 11
do Tarragona	19 1/2 @ 20	Blackberries	14 @ 14
do Bichy, soft shell	15 @ 16	Cherries pitted	14 @ 22
do Shelled, Spanish	15 @ 16	Pecan Nuts	14 @ 15
do paper shell	81 @ 81	Hickory Nuts	14 @ 15
Sardines	29 @ 29	Peanuts, Va, d to fine	2 50 @ 2 50
Sardines	29 @ 29	do com. to fair	1 75 @ 2 25
Sardines	29 @ 29	do will. d to best	2 50 @ 3 15

Grocers' Drugs and Sundries.

Alum.	3 1/2 @ 3 1/2	Broom Salt	20 @ 24
Sal. Soda, (Eng.)	3 1/2 @ 3 1/2	Sic. Licorice	20 @ 42
Box	3 1/2 @ 3 1/2	Calabra	20 @ 42
Sal. Soda, Cast.	1 1/2 @ 2	Vadder	12 @ 14
Salphur	8 1/2 @ 8 1/2	Indigo, Madras	15 @ 15 1/2
Saltpetre	8 @ 15	do Manilla	gold. 15 @ 15
Caper	1 1/2 @ 1 1/2	Cordage, Manila, 1/2 and 3/4	18 @ 18
Camphor, in bbls.	70 @ 75	do do Large sizes	18 @ 18
Castile Soap	11 1/2 @ 12	Sisal	14 @ 14

THE DRY GOODS TRADE.

FRIDAY, P. M., May 19, 1871.

The market has settled down into the dull state peculiar to this season of the year, and transactions in any department are unimportant. But few buyers have visited the market in person since our last report, and the bulk of the sales are on mail orders. These are coming in in fair numbers, and call for moderate amounts of goods, though the trade is not so heavy as was generally look for. The demand from city buyers is fair, the continued warm weather having stimulated a good demand from consumers, and necessitated a more or less general replenishment of stocks. Southern houses have also been buying rather more freely for a few days past, in consequence of an improved retail demand there, but no important inquiry is reported from any section, and the sales remain of small assorted lots. The range of prices has been without notable change, and continues fairly firm on all lines.

Advices from salesmen in the west and southwest, are to the effect that the prospects are considered favorable for a good retail distribution through June, with a pretty thorough clearing out of stocks. This will leave merchants in a good condition for the Fall trade, and there are indications already that the season will be an active one. Collections are coming in freely as the rule, with only a few individual exceptions. Few suspensions have been reported thus far, the only important one being that of a shawl-importing and jobbing house, with liabilities amounting to about \$66,000. A settlement was effected with the creditors at 50c on the dollar.

DOMESTIC COTTON GOODS.—The market remains about as last reported on all cotton fabrics. Brown cottons in the lower grades are very firm, and in some instances tend toward higher prices, although as yet few changes have been made. There is a short supply of nearly all makes in these as well as the finer counts, but in the latter there appears to be less steadiness, and, as noted last week, standards are off $\frac{1}{4}$. Bleached goods are firm and unchanged. There is not much inquiry for any grade, and the sales effected are chiefly of small lots to fill depleted stocks and supply current wants. Colored cottons are in relatively fair request, and sell in small lots, but the aggregate movements are unimportant. Prints sell fairly in all desirable patterns of light colorings, though the demand is less spirited than at the time of our last review. Prices continue firmly sustained, and are likely to be higher during the fall season, as manufacturers claim that they cannot make dark work except at a loss, unless an advance is obtained corresponding with the rise in cloths.

DOMESTIC WOOLEN GOODS.—There has been a fair demand for heavy weight goods since our last report, without any large transactions either in cassimeres or faced goods. The advancing prices in the raw material as well as the fact that stocks are very light, gives much firmness to the market, and goods are held at full prices, while in many instances an advance is asked. Holders do not press sales, and buyers are obliged to pay full prices. For this reason there seems to be less inclination than usual to make purchases in excess of actual requirements, and there are few buyers outside of the clothing trade. New goods in the lower grades are coming in freely, while few samples of fine goods are received, as yet, and no business is doing excepting in the medium and low cost fabrics. Flannels in gray mixtures of the lower qualities find ready sale at an advance on last season's prices. Fine goods of all classes are also higher, but are not especially active. A few sales of blankets to early buyers are reported by agents, but as yet no important transactions have been made.

FOREIGN GOODS.—The leading features of the foreign goods trade remain unchanged since our last report. There has been a moderate sorting up trade in progress, and fair transactions are reported in thick dress fabrics and other goods especially suited to the late trade. Japanese silks and robes meet ready sale at unchanged prices, and continue firm, in consequence of the light stocks. The demand for silks is mainly for the medium-priced fancy stripes and checks, and for colored goods in the most popular shades. Foulards are not meeting very ready sale, and are offered at easy prices. Blacks meet a steady sale, but not in large lots, prices, however, are stiff and unchanged. Linens are quiet throughout, with a good degree of steadiness in values, in consequence of the favorable advices from the foreign markets. Woollens are fairly active in winter weights, and the agents for the principal makes are taking large orders for goods to import.

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of leading Jobbers:

BROWN SHEETINGS AND SHIRTINGS of the best makes are still sold close to the production, and excepting in the finer grades there is a good degree of stiffness in prices. Amoskeag A 36 11 $\frac{1}{2}$, do B 36 11, Atlantic A 36 12, do D 36 10 $\frac{1}{2}$, do E, 36 11 $\frac{1}{2}$ Appleton A 36 12 $\frac{1}{2}$, Augusta 36 11, do 30 10, Bedford R 30 8 Boott O 34 9 $\frac{1}{2}$, Commonwealth O 27 8, Grafton A 27 7 $\frac{1}{2}$, Great

Falls M 36 11 do S 33 9 $\frac{1}{2}$, Indian Head 36 12, do 30 10, Indian Orchard, A 40 12 $\frac{1}{2}$, do C 36 10 $\frac{1}{2}$, Laconia O 39, 12 do B 27 11, Lawrence A 36 11, Lyman O 36 10 $\frac{1}{2}$, do E 36 11 $\frac{1}{2}$, Medford 36 11, Nashua fine O 36 11 $\frac{1}{2}$, do R 36 18, do E 40 14 $\frac{1}{2}$, Newmarket A 36 10 $\frac{1}{2}$, Pacific extra 36 11 $\frac{1}{2}$, do L 36 11, Pepperell 7-4 22 $\frac{1}{2}$, do 8-4 25, do 9-4 27 $\frac{1}{2}$, do 10-4 32 $\frac{1}{2}$, do 11-4 37 $\frac{1}{2}$, Pepperell E fine 39 12 $\frac{1}{2}$, do R 36 11 $\frac{1}{2}$, Pocasset F 30 8, Saranac fine O 33 11 $\frac{1}{2}$, do R 36 18, Stark A 36 11 $\frac{1}{2}$, Swift, River 36 8, Tiger 27 8.

BLEACHED SHEETINGS AND SHIRTINGS sell fairly at firm prices and are unchanged in every particular. Amoskeag 46 16 $\frac{1}{2}$, do 42 15, do A 36 14 $\frac{1}{2}$, Androscoggin L 36, 15 $\frac{1}{2}$, Arkwright WT 36 18, Ballou & Son 36 12 $\frac{1}{2}$, Bartlett's 36 14 $\frac{1}{2}$, do 33 13 $\frac{1}{2}$, Bates XX 36 18, Blackstone AA 36 13 $\frac{1}{2}$, Boott B 36 13 $\frac{1}{2}$, do O 30 10, do R 26 8 $\frac{1}{2}$, Clarks 36 17 $\frac{1}{2}$, Dwight D 40 18, Ellerton 10-4 45, Fruit of the Loom 36 16, Globe 27 6 $\frac{1}{2}$, Gold Medal 36 18, Great Falls Q 36 15 Hill's Semp. Idem 36 15, Hope 36 18, James 36 15, Lonsdale 36 15 $\frac{1}{2}$, Masonville 36 16, Newmarket O 36 12 $\frac{1}{2}$, New York Mills 36 21 Pepperell 6-4 22 $\frac{1}{2}$, do 10-4 37 $\frac{1}{2}$, Tuscarora XX 36 18, Utica 6-4 25 do 6-4 32 $\frac{1}{2}$, do 9-4 47 $\frac{1}{2}$, do 10-4 52 $\frac{1}{2}$, Waltham X 33 11, do 42 15 $\frac{1}{2}$, do 6-4 22 $\frac{1}{2}$, do 8-4 27 $\frac{1}{2}$, do 9-4 32 $\frac{1}{2}$, do 10-4 37 $\frac{1}{2}$, Wamsutta 36 20.

PRINTING CLOTHS have shaded a trifle, but still sell freely at 7 $\frac{1}{2}$ for full 64's, 6 $\frac{1}{2}$ for 60's, and 6 $\frac{1}{4}$ for 60x64, spot and future delivery.

PRINTS are in good request, and prices are firmly maintained without change. American 10 $\frac{1}{2}$, Albion solid 10 $\frac{1}{2}$, Allens 10 $\frac{1}{2}$, do pinks 11, purples 10 $\frac{1}{2}$, Arnold 8 $\frac{1}{2}$, Atlantic 5 $\frac{1}{2}$, Dunsell's 11, Hamilton 11, London mourning 9 $\frac{1}{2}$, Mallory pink 11 $\frac{1}{2}$, do purples 10 $\frac{1}{2}$, Manchester 10 $\frac{1}{2}$, Merrimac D 11, do W pink and purple 12 $\frac{1}{2}$, do W fancy 12, Oriental 10 $\frac{1}{2}$, Pacific 11, Richmond's 10 $\frac{1}{2}$, Simpson Mourning 10, Sprague's pink 11, do blue and White 10 $\frac{1}{2}$, do shirtings 9 $\frac{1}{2}$, Wamsutta 7 $\frac{1}{2}$.

PRINTED LAWNs AND PERCALES.—Pacific Percales 22 $\frac{1}{2}$, Lancaster Cambrie 14 $\frac{1}{2}$, American Shirting Styles 19, American Dress Styles 18, Merrimack 16 $\frac{1}{2}$, Dunsell —, Oriental 18, Atlantic 18, Dunsell's Lawns 12 $\frac{1}{2}$, Pacific 1400 Fancy 14, do Solid Colors 15, do Organdies 15, Spragues 1400 12 $\frac{1}{2}$, Victoria 1200 2 $\frac{1}{2}$, Atlantic 1400 12 $\frac{1}{2}$, Manchester 1400 14, do Piques 13 $\frac{1}{2}$.

CHECKS.—Caledonia 10 23, do 50' 22 $\frac{1}{2}$, do 12 26 $\frac{1}{2}$, do 10 21, do 8 17 do 11 22, do 15 27 $\frac{1}{2}$, Cumberland 11 $\frac{1}{2}$, Jos Greers, 55 15 $\frac{1}{2}$, do 65 18 Kennebeck 20, Lanark, No. 2, 9 $\frac{1}{2}$, Medford 13, Mech's No. A 1 29.

DENIMS.—Amoskeag 26, Bedford 14 $\frac{1}{2}$, Beaver Cr. AA 20, Columbia heavy 22 $\frac{1}{2}$, Haymaker Bro. 12 $\frac{1}{2}$ @12 $\frac{1}{2}$, Manchester 20, Otis AXA 21, do BB 19.

CORSET JEANS.—Amoskeag 12, Androscoggin —, Bates 9, Everett's 13 $\frac{1}{2}$, Indian Orchard Imp. 10, Laconia —, Newmarket 10.

COTTON BAGS.—American \$29 00, Great Falls A \$32 50, Lewiston \$30, Ontario A \$32 50, Stark A \$32 50.

BROWN DRILLS.—Appleton 12 $\frac{1}{2}$, Amoskeag 13, Augusta 12 $\frac{1}{2}$, Pacific 12 $\frac{1}{2}$, Pepperell 13, Stark A 12 $\frac{1}{2}$.

STRIPES.—Albany 7 $\frac{1}{2}$, Algodoa 16 $\frac{1}{2}$, American 11@12, Amoskeag 17@18, Hamilton 17@18, Haymaker 10 $\frac{1}{2}$ @11, Sheridan A 9 $\frac{1}{2}$, do G 10, Ucaonville A 12@13, Whittendon A 16.

TICKINGS.—Albany 8 $\frac{1}{2}$, American 14 $\frac{1}{2}$, Amoskeag ACA 29, do, A 24, do B 20, do C 18, do D 16, Blackstone River 14 $\frac{1}{2}$, Conestoga extra 32 21, do 36 25, Cordis AAA 23, do ACE 26, Hamilton 20 Swift River 13, Thorndike A 14, Whittendon A 25, York 30 21 $\frac{1}{2}$.

GINGHAMS.—Clyde, 11 $\frac{1}{2}$; Earleton, extra, 18; Glasgow, 18; Gloucester, 11 $\frac{1}{2}$; Hadley, 14; Hampden, 15; Hartford, 12; Lancaster, 16; Lancashire, 11 $\frac{1}{2}$; Pequa, 12 $\frac{1}{2}$; Park Mills, 14.

MOUSSELINE DELAINE.—Pacific 18, Hamilton 18, Pacific Mills printed armures 19, do Imperial reps 22 $\frac{1}{2}$, do aniline 20, do plain aniline colored armures 18, do do Orientals 17, do do alpaca 21, do do corded do 22 $\frac{1}{2}$.

CARPETS.—Lowell Company's ingrain are quoted at \$1 for super fine, 2 mos. credit, or less 1 per cent., 10 days; \$1 15 for extra super, and \$1 42 $\frac{1}{2}$ for three-ply; Hartford Company's \$1 for medium super-fine; \$1 15 for superfine; \$1 42 $\frac{1}{2}$ for Imperial three-ply, and \$1 50 for extra three-ply; Cassels \$1 70 for 3 fr., \$1 80 for 4 fr., and \$1 90 for 5 fr.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending May 18, 1871, and the corresponding weeks of 1870 and 1869, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING MAY 18, 1871.				
	1869.	1870.	1871.	Value.
Manufacturers of wool...	334	334	334	\$357,951
do cotton...	904	904	904	730
do silk...	445	445	445	\$399,345
do flax...	938	938	938	479,714
Miscellaneous dry goods	300	300	300	234,688
Total	3,438	3,438	3,438	\$1,606,544
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.				
Manufacturers of wool...	334	334	334	\$165,818
do cotton...	220	220	220	415
do silk...	60	60	60	\$128,594
do flax...	396	396	396	74,330
Miscellaneous dry goods	1,339	1,339	1,339	103,453
Total	2,349	2,349	2,349	\$468,425
Add ent'd for consum'pn	3,438	3,438	3,438	\$1,606,544
Total th'n upon m'rkt.	5,887	5,887	5,887	\$2,064,969
ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.				
Manufacturers of wool...	538	538	538	\$165,818
do cotton...	272	272	272	415
do silk...	30	30	30	\$128,594
do flax...	341	341	341	74,330
Miscellaneous dry goods	78	78	78	103,453
Total	1,259	1,259	1,259	\$468,425
Add ent'd for consum'pn	3,438	3,438	3,438	\$1,606,544
Total enter'd at the port	4,697	4,697	4,697	\$2,064,969